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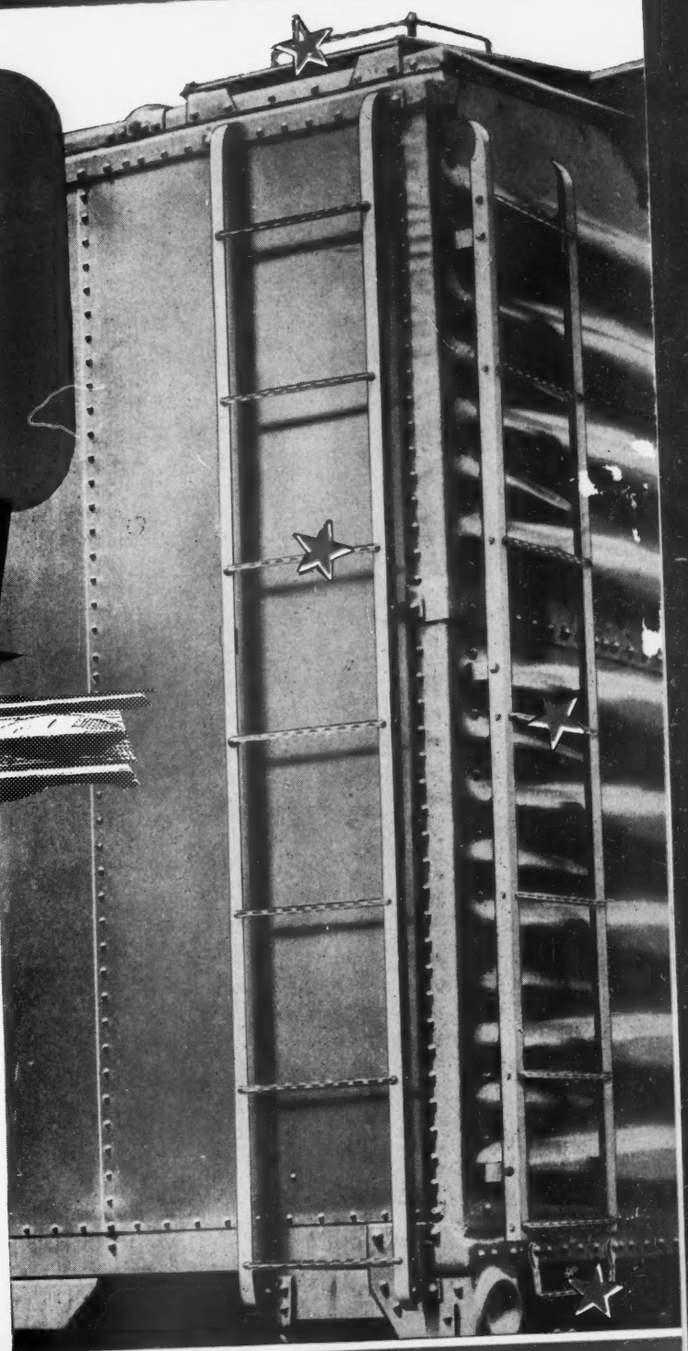

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Vol. 132, No. 12 March 24, 1952

RAILWAY AGE

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IN THIS ISSUE

EDITORIAL COMMENT:

A Useful Idea in Transportation Policy—"Countervailing Power" 25
The Right Shop Machinery Repays Its Cost Quickly 26

GENERAL ARTICLES:

New Cars for New Haven's Trailers-on-Flats Service, by G. L. Goebel 27
How Frozen Meals Cut C. & O. Dining Car Losses 30
Bench Marks and Yardsticks—3 33
What Is Industrial Traffic Management's Interest in Transportation? 34
S. P. & S. Builds Large, Modern Rip-Track Shelter 36
How Car Service Rules Are Used to Promote Freight Car Efficiency, by E. W. Coughlin 39

NEWS FEATURES:

Railroads Expect This Year's Capital Outlays to Establish Another Record..... 11
Railroads Set New High in Efficiency in 1951 12
Senator Johnson Won't Support Proposal to Speed Railroad Rate Increases..... 13
Locomotive Builders Accept Tentative Material Formula..... 14
Full-Length Dome Cars for the Milwaukee..... 17

DEPARTMENTS:

News of the Railroad World 11
Letters from Our Readers 46
New and Improved Products 47

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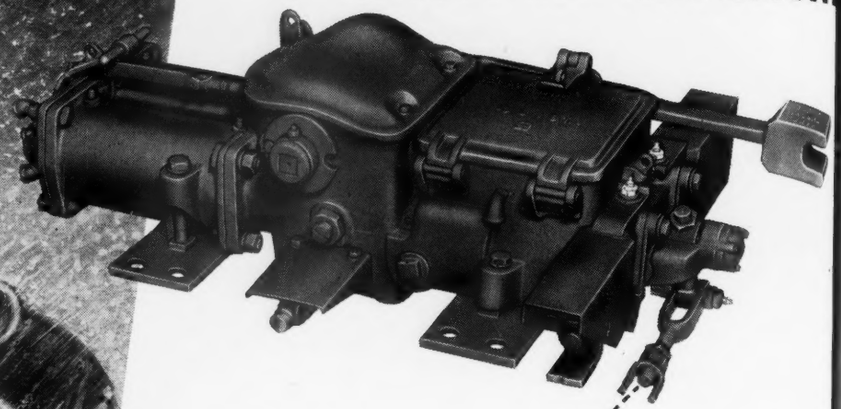

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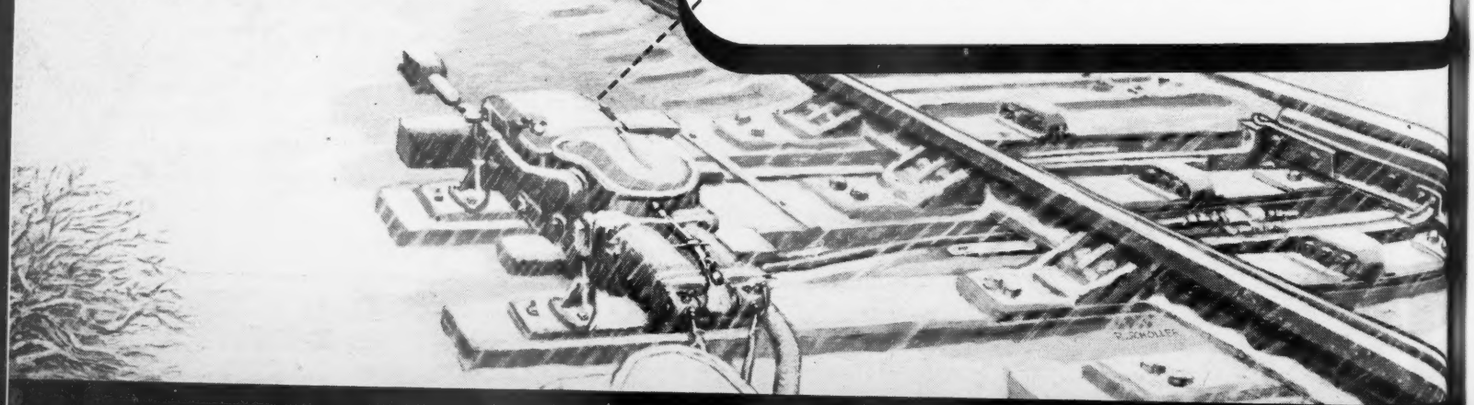


WEEK AT A GLANCE

CURRENT RAILWAY STATISTICS

Operating revenues, one month	
1952	$867,034,111
1951	848,728,726
Operating expenses, one month	
1952	$685,369,358
1951	644,416,929
Taxes, one month	
1952	$100,806,300
1951	109,020,627
Net railway operating income, one month	
1952	$ 66,066,877
1951	78,914,504
Net income, estimated, one month	
1952	$ 42,000,000
1951	57,000,000
Average price railroad stocks	
March 18, 1952	58.85
March 20, 1951	55.45
Car loadings, revenue freight	
10 weeks, 1952	7,183,897
10 weeks, 1951	7,244,517
Average daily freight car surplus	
March 15, 1952	8,078
March 17, 1951	1,622
Average daily freight car shortage	
March 15, 1952	2,576
March 17, 1951	33,797
Freight cars delivered	
February 1952	7,358
February 1951	5,842
Freight cars on order	
March 1, 1952	118,900
March 1, 1951	154,861
Freight cars held for repairs	
February 1, 1952	91,689
February 1, 1951	90,045
Net ton-miles per serviceable car per day	
December 1951 (preliminary)	939
December 1950	988
Average number railroad employees	
Mid-February 1952	1,218,281
Mid-February 1951	1,253,068

In This Issue . . .

DINNER IN THE DINER IS DOOMED, the Chesapeake & Ohio feels, unless some effective method can be found for substantially reducing dining car deficits, simply because revenues from other sources can no longer continue to absorb these deficits. How the C. & O. has approached this problem — through the introduction of precooked, quick-frozen meals — and the results of its experimentation are discussed in an article on page 30 of this issue.

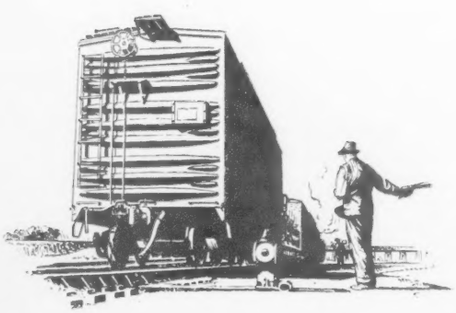
ADDITIONAL USEFUL INFORMATION on Car Service Rules—and how to apply them so as to promote efficiency and economy—is included in the article, beginning on page 39, by E. W. Coughlin. This article, the second of a series, deals particularly with Car Service Rules 1, 2 and 3.

SPECIAL FLAT CARS, specifically designed for fast, easy loading and unloading of highway trailers, yet readily convertible if necessary for conventional loading, are being used by the New Haven in its "trailers-on-flats" service. The cars are described, illustrated and diagrammed in the page 27 article specially written for *Railway Age* by G. L. Goebel.

SOMETHING NEW IN PASSENGER CARS—full-length dome cars—are being built for the Milwaukee by Pullman-Standard. Sketches and a brief description of the new cars appear on page 17.

In Washington . . .

ANOTHER NEW PEAK in gross capital expenditures of Class I railroads—about 1 per cent above the previous all-time high established in 1951—is likely to be reached during 1952, according to the latest "Monthly Comment" of the I.C.C.'s Bureau of Transport Economics and Statistics, which is summarized on page 11.



SENATOR JOHNSON, judging from his remarks at Senate committee hearings on pending transportation bills, doesn't appear to like the proposal to give the roads more leeway in increasing rates to meet rising costs. Other developments on the capital news front included announcement of a "tentative formula" for distribution of controlled materials for locomotive production; the filing of briefs in 17 reparations cases; release of figures showing that Class I railroads installed 487 new locomotives in 1952's first two months; and I.C.C. divisional

approval of the G.M. & O.'s new entrance, via L. & N., to Birmingham, Ala. At Trenton, N. J., Seatrain Lines complained of an alleged railroad "boycott" of its New York-Savannah service; and at Boston the New England Shippers Board acted to help the railroads get rid of unprofitable passenger services.

"THE GREATEST OVERALL EFFICIENCY on record" marked the operations of American railroads in 1951, according to year-end reports received by the A.A.R.'s Bureau of Railway Economics, which are briefly summarized in the news pages. Whether steam fans like it or not, it is probably not mere coincidence that those new peaks of efficiency were attained in the first year in which diesel locomotives handled more than half of all road freight service, a fact which is brought out in the page 11 review of the latest "Monthly Comment."

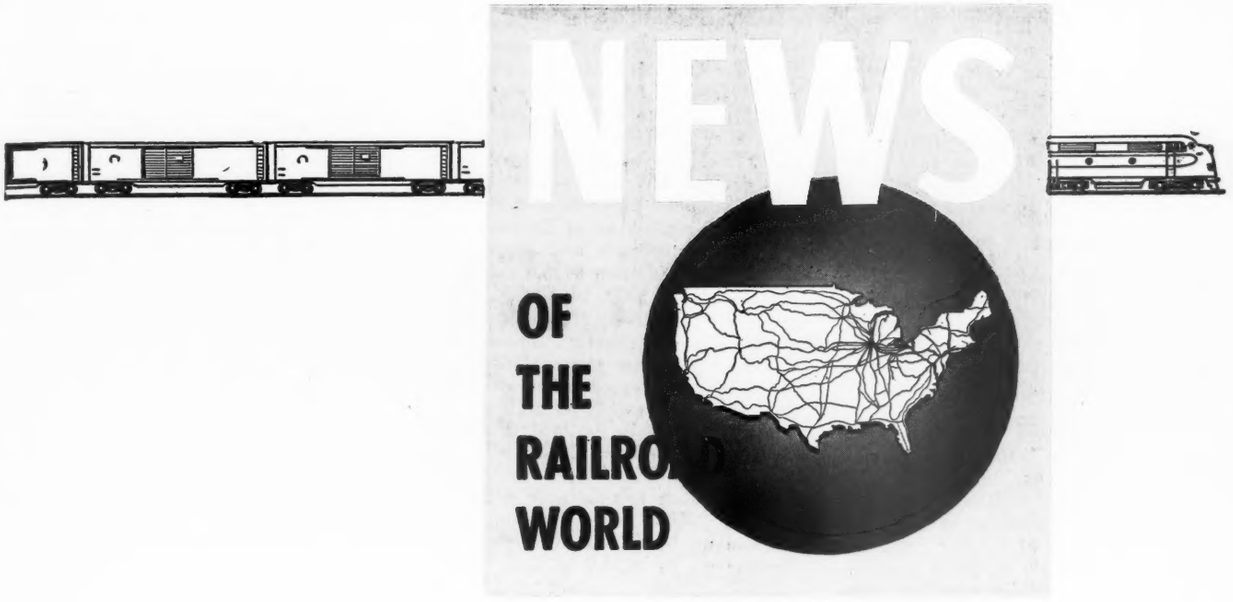
FOR PUBLICITY PURPOSES, the Electro-Motive Division of General Motors has been distributing quite widely small vials containing 1/5 ounce (about a teaspoonful) of fuel oil, or enough for a G. M. diesel locomotive to haul one ton of freight one mile. If all railroad hauling were done by diesel locomotives of this type, E.-M.D. says, America would save 182,-500,000 gallons of fuel oil and 62,000,000 tons of coal a year.

THOMAS J. DEEGAN, JR., vice-president, passenger traffic and public relations, of the Chesapeake & Ohio, and president of the Federation for Railway Progress, presided at the federation's fifth anniversary dinner, held in New York on March 20, when special awards were given to the Great Northern "in recognition of outstanding achievement in progressive passenger service," and to the General American Transportation Corporation "as the railroad car builder contributing most to the progress of the railroad industry during the past five years." The awards were presented by Walter J. Tuohy, president of the C. & O., while the principal dinner address was made by Robert R. Young, chairman of the C. & O. and of the F.R.P.

THREE-THOUSANDTHS OF ONE CENT would be the total addition to the price of a quart of milk as a result of New York state's new weight-distance tax on commercial trucking, said State Senator George T. Manning, chairman of the Joint Legislative Committee on Highways, Canals and Revenues, in refuting truckers' contentions that the tax would greatly increase freight charges. Using I.C.C. figures, Senator Manning's committee found that "large intercity truckers are averaging 30.4 per cent profit on their investment." The new tax — which the truckers are attempting to have invalidated or repealed — might cut this to "about 20 per cent," which Senator Manning described as "a far better than average operating margin" — nearly six times, incidentally, the current railroad return on investment.

YOU CAN'T KEEP A GOOD MAN DOWN!—Joseph H. Young, whose retirement after 71 years in the railroad and railroad supply industries was described on page 91 of the February 4 Railway Age, has opened his own office in Chicago's "Loop." Besides continuing in a consulting capacity for the Westinghouse Air Brake Company, he reports that he has "several other projects on the fire."

MORE "AID" FOR THE TRUCKING INDUSTRY will come from Mack Trucks during 1952. E. D. Bransome, president and chairman, recently told the New Mexico Motor Carriers Association that "we are doubling our public relations activities in behalf of a better trucking industry . . . through radio, speeches, pamphlets, the press, special events, direct mailings and, of course, advertising . . . to reach the public with the story of trucking and what it means to everyone in America." He called for concerted action by both operators and truck manufacturers, and offered to provide specific advice for truck operators on such matters as how to meet the press, how to obtain speakers, how to secure publicity, how to conduct a forum, etc., adding that the campaign would be more effective if the truckers go before the public with "clean hands."



Railroads Expect This Year's Capital Outlays to Establish Another Record

"Monthly Comment" also has figures showing that diesel-electrics last year handled more than half of all road freight service

Estimates submitted by Class I railroads to the Interstate Commerce Commission's Bureau of Transport Economics and Statistics indicate that the carriers' gross capital expenditures for 1952 will be the largest on record.

The estimates were summarized by the bureau in the latest issue of its "Monthly Comment," which also had figures showing that diesel-electric locomotives in 1951 handled—"for the first time on an annual basis"—more than half of all road freight service.

The 1952 expenditure estimates were submitted by 124 of the 131 Class I roads. They put the prospective outlays for the year at $1,386 million—0.9 per cent above actual expenditures of $1,373 million made by those same roads in 1951. The 131-road total for 1951 was $1,414 million, the seven roads (all in the Western district) which did not furnish 1952 estimates having spent $41 million last year.

An accompanying table, reproduced from the "Comment," shows actual and estimated expenditures for the first six months of 1951 and 1952, respectively, separated between road and equipment. These first-half figures indicate that outlays during the current six months will be 8.9 per cent above those of the comparable 1951 period.

The article on Diesel operations presented the latest available figures on what the bureau called "the continued phenomenal growth in the use of diesel-electric motive power . . . since the close of World War II." The figures compared the situation as of the close of 1951 with that of five years earlier.

As for road freight service, diesel-electrics handled 52.66 per cent of 1951 gross ton-miles, as compared with 9.73 per cent in 1946. Meanwhile, the proportion handled by coal-burning steam locomotives fell from 69.55 per cent to 35.85 per cent, while the proportion handled by oil-burning steam locomotives dropped from 18.6 per cent to 9.65 per cent.

In passenger service, diesels handled 62.73 per cent of passenger-train car-miles run in 1951, more than four times their 1946 share, which was 15.28 per cent. The 1946 proportions handled by coal-burning and oil-burning steam locomotives were 52.05 per cent and 26.19 per cent, respectively. In 1951, these were down, in turn, to 19.11 per cent and 11.78 per cent.

The diesel's proportion of last year's yard-switching locomotive-hours amounted to 67.79 per cent, which compared with its 29.46 per cent share of 1946 yard work. Meanwhile, coal-burning steam locomotives performed 25.8 per cent of 1951 yard service, compared with 59.6 per cent in 1946, while the respective proportions performed by oil-burning steam locomotives were 5.17 per cent and 9.57 per cent.

Position of Electrics

The relative position of the electric locomotive declined slightly between 1946 and 1951. Its 1951 proportions of freight, passenger, and yard services were, respectively, 1.83 per cent, 6.38 per cent, and 1.19 per cent. Comparable

Actual and estimated gross capital expenditures of Class I railways, first six months of 1951 and 1952

Period	Number of roads	Road	Equipment	Total	Percentage distribution: Road	Percentage distribution: Equipment
Actual:						
1st half 1951	131	$152,441,563	$507,697,477	$660,139,040	23.1	76.9
1st half 1951*	127	147,183,859	499,200,347	646,384,206	22.8	77.2
Estimated:						
1st quarter 1952	127	78,876,520	271,404,648	350,281,168	22.5	77.5
2nd quarter 1952	127	94,395,638	259,543,230	353,938,868	26.7	73.3
1st half 1952	127	173,272,158	530,947,878	704,220,036	24.6	75.4
Percent increase: 1st half 1952 vs. 1st half 1951	127	17.7	6.4	8.9	..	..

*Excludes figures for four roads which did not furnish 1952 estimates.

1946 figures were 2.11 per cent, 6.48 per cent, and 1.32 per cent.

An accompanying table, reproduced from the "Comment," shows for 40 large railroads (those with 1951 revenues $50 million) the proportion of their freight, passenger and yard operations handled by diesel-electric locomotives in 1950 as compared with 1946.

Working Capital

Among other articles in the "Comment" were an analysis of recent data on merchandise traffic, a comparison of income items for the years 1951, 1950 and 1949, and a report on the railroads' working-capital position as of the end of 1951.

The latter showed that, for Class I roads as a whole, "quick assets" (cash and temporary cash investments) declined from $1,930 million at the end of 1950 to $1,743 million as of December 31, 1951, a drop of 9.7 per cent. The 1951 year-end ratio of quick assets to total current liabilities was 77.0, compared with 87.7 as of December 31, 1950.

By territories the year-end ratios of 1951 ranged from 83.9 in the Western district to 66.0 in the Eastern district. The range as of December 31, 1950, was from the Southern region's 97.8 per cent to the Eastern district's 72.2 per cent.

Net corporate working capital (total current assets less total current liabilities) for Class I roads as a whole declined from $1,532 million on December 31, 1950, to $1,440 million as of December 31, 1951, a drop of six per cent. Excluding materials and supplies, the decline was 34.1 per cent—from 1950's year-end figure of $805.9 million to $530.7 million as of December 31, 1951. The materials and supplies account increased from $725.8 million on December 31, 1950, to $909.5 million as of the end 1951.

The article comparing income items of the past three years showed that 1951's net railway operating income, at $942.7 million, was $96.9 million below that of 1950, while net income declined $90.2 million—from $783.2 million to $693 million. The bureau pointed out, however, that comparisons with 1949 showed 1951's net railway operating income up by $256.2 million and net income up by $254.9 million.

Fixed-Charge Ratios

The ratio of income available for fixed charges to fixed charges was 2.76 in 1951, compared with 2.94 in 1950 and 2.14 in 1949. The bureau calculated that adjustment of accounts to reassign retroactive mail pay would make the 1950 ratio 2.79 per cent. That would not change 1950's position as the year of the highest ratio on record; and the 1951 ratio was less by "only 0.03 of a point," the bureau pointed out.

Its analysis of figures relating to merchandise traffic pointed up the decline of that business. It also indicated, however, that some of it was diverted to forwarders and thus remained on the rails.

The figures showed that railroads originated 10.9 million tons of l.c.l. freight in 1950, compared with 14.9 million tons in 1939. The peak year of the 1939-1950 period was 1946, when 24.4 million tons of l.c.l. were originated. On the basis of 1939 as 100, the 1950 index was 73.2 while that of 1946 was 163.9.

Forwarder-traffic figures were given for the 1947-1950 period. Here tons originated in 1950 total 4.5 million, which was below 1947's 4.7 million, but higher than the totals of 1948 and 1949. The latter was 3.7 million tons.

Percentages of freight, passenger and yard-switching operations handled by diesel-electric locomotives*—Large line-haul railways, years 1951 and 1946

Road	Freight services[1]		Passenger service[2]		Yard switching service[3]	
	1951	1946	1951	1946	1951	1946
Eastern district and Pocahontas region						
Pennsylvania	44.7	0.1	44.3	0.5	67.2	2.7
New York Central	36.5	1.4	38.7	6.7	50.5	28.0
Baltimore & Ohio	44.5	6.0	62.7	41.9	61.2	18.4
Chesapeake & Ohio	15.8	..	28.1	2.2	60.9	5.3
Norfolk & Western	..	..	..	..	..	..
Erie	89.1	11.9	93.7	..	86.3	9.1
N.Y., C. & St. L.	2.1	..	93.8	..	62.6	12.0
N.Y., N.H. & H.	81.5	34.3	57.3	34.1	88.1	64.6
Reading	59.3	21.3	35.4	10.5	71.3	39.7
Wabash	77.9	..	81.7	6.7	81.0	36.3
Del., Lacka. & Western	91.8	24.8	81.7	0.2	71.2	50.0
Boston & Maine	95.8	70.8	75.0	21.5	83.0	49.9
Lehigh Valley	96.4	0.2	96.0	0.6	94.2	43.4
Delaware & Hudson	14.0	0.1	37.4	0.3	90.3	20.7
Grand Trunk Western	53.0	0.5	0.9	0.5	54.0	44.1
Elgin, Joliet & Eastern	100.0	55.1	..	..	100.0	75.8
Southern region						
Illinois Central	0.2	..	58.2	13.1	49.6	21.4
Southern	88.7	12.7	80.7	25.8	69.0	27.9
Louisville & Nashville	45.2	..	78.0	42.4	68.3	23.9
Atlantic Coast Line	80.2	25.1	96.4	52.4	73.3	36.4
Seaboard Air Line	94.5	35.9	97.7	54.8	81.4	33.0
Gulf, Mobile & Ohio	100.0	25.5	100.0	64.9	100.0	57.3
Western district						
A. T. & S. F.	64.1	34.4	83.6	19.2	77.7	48.2
Southern Pacific	58.9	..	27.2	1.5	54.7	36.8
Union Pacific	32.0	0.1	50.4	11.1	74.5	44.0
Chic., B. & Q.	69.5	29.8	95.8	52.8	74.6	60.0
C., M., St. P. & P.	54.0	18.6	68.3	16.2	60.2	35.7
Great Northern	45.9	29.8	93.2	24.2	76.0	46.6
Missouri Pacific	60.9	11.0	61.4	10.5	54.8	23.7
Chicago & North Western	73.0	5.1	56.6	20.9	65.6	44.2
Chic., R.I. & Pacific	66.9	22.1	78.1	31.4	75.6	52.1
Northern Pacific	44.0	11.3	76.7	1.4	45.3	43.0
Texas & New Orleans	37.9	..	53.2	..	75.6	21.6
St. L.–S. F.	92.5	..	90.3	..	87.9	41.6
M-K-T Lines	93.3	0.2	80.4	..	60.1	4.0
Denver & R. G. W.	83.0	32.3	86.6	18.5	74.1	64.8
Texas & Pacific	82.6	..	75.3	..	92.3	0.8
St. L. S. W. Lines	57.9	36.2	34.6	..	84.9	68.3
Duluth, Missabe & I. R.	0.5	..	0.7	..	0.1	..
Western Pacific	91.4	50.7	99.7	1.4	32.5	82.8

* Principal locomotive in train.
1 Based on gross ton-miles of cars, contents and cabooses.
2 Based on passenger train car-miles in locomotive propelled trains only.
3 Based on yard-switching locomotive hours in freight and passenger services.

Railroads Set New High In Efficiency in 1951

American railroads operated with the greatest overall efficiency on record in 1951, according to year-end reports received by the Bureau of Railway Economics of the Association of American Railroads.

Railroads not only moved more freight per train than ever before, but freight was transported at the highest average speed ever attained, the bureau said in a March 18 summary based on these reports.

Class I roads moved an average of 21,767 net ton-miles per freight-train-hour in 1951, the highest average on record. This was approximately three times as great at the average for 1920 and approximately one-half above that for 1941. The average in 1951 also was an increase of 1,424 net ton-miles above the previous high record established in 1950, the bureau said.

Average speed of freight trains in 1951 also was greater than in any preceding year, amounting to 17 m.p.h. for all freight trains operated by Class I roads. This included the average speed of all freights, including locals as well as through trains, from terminal to terminal, and took into consideration all stops to add or remove cars, service stops and other delays occurring during that time.

This average was an increase of 65 per cent compared with 1920, and an increase of three per cent compared with 1941.

Class I carriers also handled an average of more freight cars per train in 1951 than ever before, the average in the past year having been 59.8 cars, compared with 35.6 cars in 1920 and 50.3 cars in 1941, the bureau continued. The average in 1950 was 58.5 cars per train.

A new high record in average speed of all passenger trains also was reached by Class I railroads in 1951. In that year, the average for all passenger trains between terminals, for both local and through trains, was 37.7 m.p.h., compared with 37.4 miles in 1950 and 36.1 miles in 1941.

This overall record in operating efficiency in 1951 was made possible not only because of more powerful locomotives and better freight cars, but also was due to continued improvements in signaling devices and operating methods which reduced delays enroute and kept trains rolling a greater percentage of the time as they moved from terminal to terminal, the bureau said.

Senator Johnson Won't Support Proposal To Speed Railroad Rate Increases

Senator Edwin C. Johnson, chairman of the Senate Interstate and Foreign Commerce Committee, indicated last week he will oppose pending legislation which would permit prompt railroad rate increases to meet increased costs. The senator's comments were made during the course of testimony by C. McD. Davis, president of the Atlantic Coast Line.

Mr. Davis appeared as a witness during committee hearings on pending transport legislation. His testimony was in support of two bills, S. 2518 and S. 2519—legislation which would expedite railroad rate increases, and rewrite the Interstate Commerce Act's rule of rate-making.

Senator Johnson said: "Before I am going to bring myself around to supporting such drastic legislation as S. 2518, I am going to want to see some limitations placed on it for the protection of shippers and for the protection of sections of the country. I would like to see a 10 per cent limitation placed on there, for one thing."

The railroads might very well start juggling rates, and if this happened it might prove "disastrous" to many communities, the senator continued. He said that as far as he was concerned it "just does not make sense" that railroads can cure all their problems by stepping up rates.

Senator Bricker, Republican of Ohio and a sponsor of the two bills, was present at the hearing and engaged in some discussion with Senator Johnson. He said he did not think the latter's fear was justified, and went on to defend the proposals as necessary to maintain a strong rail system.

Senator Johnson said later that another safeguard he would want before supporting this "revolutionary change" would be a provision guaranteeing reparations. Mr. Davis joined in the discussion to say he thought the I.C.C. already has adequate authority to order reparations. As to the 10 per cent annual ceiling suggested by Senator Johnson, Mr. Davis said it "simply will not work."

As noted in *Railway Age* of March 17, page 13, the Senate committee is conducting extensive hearings on some 30 transport bills that have been introduced, mostly as a result of the 1950 study of land and water transportation. Witnesses last week, in addition to Mr. Davis, included Dr. Julius H. Parmelee, vice-president of the Association of American Railroads and director of its Bureau of Railway Economics; David I. Mackie, vice-president and general counsel of the Delaware, Lackawanna & Western; J. C. Gibson, vice-president and general counsel, Atchison, Topeka & Santa Fe; Sidney S. Alderman, vice-president and general counsel of the Southern, and Gregory S. Prince, assistant general counsel, A.A.R.

Mr. Davis told the Senate group of the "inevitable losses" that result from the "too little and too late" increases authorized by the I.C.C. He said "time lags" in postwar rate cases have cost rail carriers millions of dollars, and resulted in a general deterioration of their financial condition.

The total loss in revenues resulting from all four time lags amounted to $195,982,000 for Southern region railroads alone, and the total increase in operating costs incurred during the lags amounted to $440,105,000, Mr. Davis said. He added that such losses would be offset in part by the passage of S. 2518, yet the bill would not deprive the .IC.C. of its present authority and responsibility of determining the reasonableness of rates.

Parmelee Also Testifies

As to S. 2519, which would change the I.C.C.'s rate-making rule, Mr. Davis commented on the provision which would eliminate the requirement that the commission consider traffic diversion likely to result from increased freight rates.

Obviously, railroad management is in a better position to determine from day to day contacts with shippers throughout the country what effect proposed rates would have on the movement of particular kinds of traffic, he declared.

Dr. Parmelee, also testifying in sup-

THIS SELF-PROPELLED RAIL BUS, built by Mack Trucks, Inc., with General Electric electrical equipment, is being tried out by the New York, New Haven & Hartford, for possible use in branch-line or light-traffic main-line service. Diesel powered, with electric drive, the 200-hp. vehicle weighs just over 40,000 lb., and seats 45 passengers.

port of S. 2518 and S. 2519, reviewed for the committee the railroad earning situation since World War II. He noted the 3.54 per cent return on net investment which railroads averaged in the six postwar years, and explained how wage and material costs have increased much faster than ton-mile revenues since 1939.

The other railroad witnesses during the week directed attention to various other bills before the committee. Mr. Mackie testified against two of them—S. 2363, federal regulation of motor vehicle sizes and weights, and S. 2363, a bill that would direct the Bureau of Public Roads to study the highway cost burden.

A federal size and weight bill would create utter confusion and cause a complete breakdown in policing sizes and weights of commercial highway vehicles, Mr. Mackie declared. He said it would set up a "double standard," federal and state, rather than promote the uniformity intended.

As to the study of highway costs, and how those costs should be allocated, Mr. Mackie said any study of this complicated subject at the national level would solve none of the many problems involved. He suggested awaiting the outcome of forthcoming road tests. When results from these tests have been evaluated, cost studies at the state or regional level should prove helpful, he said.

The Santa Fe general counsel, Mr. Gibson, urged enactment of legislation which would require highway and water contract carriers to file their actual rates with the I.C.C.

At present they need file only their minimum rates, and Mr. Gibson said the commission should have full control over contract-carrier rates as it has over common-carrier rates.

Since contract carriers do not have to disclose the rates they actually charge shippers they have an "incalculable advantage" over common carriers with published rates, Mr. Gibson said. He recommended passage of S.2752, a bill designed to end the contract carrier's "preferred status."

Mr. Gibson also testified in support of S. 2753, the bill which would require the I.C.C. to consider the effect new service would have on existing transportation when it passes upon applications for new or extended water or motor carrier operations.

Mr. Alderman's testimony concerned the "difficulty, delay and financial losses" encountered by railroads in obtaining authority from states to discontinue unprofitable freight and passenger service. He urged that the I.C.C. be given authority to review service discontinuances.

Unprofitable passenger service constitutes a heavy financial drag on the railroads, Mr. Alderman declared. In this statement he no doubt found a friendly audience in Senator Johnson. Earlier in the hearings the Senator had said he was concerned about the way railroads subsidize passenger service "by piling rates on the transportation of property."

Mr. Alderman explained that if the I.C.C. were given jurisdiction to determine whether states have exceeded their powers with respect to freight, passenger and station services—as provided in S. 2829—Congress would still leave to the states the greatest possible freedom of action consistent with adequate protection of interstate commerce. He said state regulatory bodies would still be the tribunal of first resort in these matters.

Mr. Prince of the A.A.R. testified on three pending bills affecting inland waterways. He supported a bill to impose user charges (S. 2743) and said this would provide a means of determining whether inland waterways actually furnish "cheap water transportation," or whether it is just a matter of shifting transportation costs "from shippers to taxpayers."

Other legislation supported by Mr. Prince included a bill (S. 2744) providing that the I.C.C. study the "economic soundness and necessity" of proposed waterway projects, and one calling for the immediate liquidation of the government-operated Inland Waterways Corporation.

Locomotive Builders Accept Tentative Material Formula

The National Production Authority announced last week that locomotive builders had accepted a "tentative formula," offered by N.P.A., "which would be used to govern unit output and the distribution of controlled materials starting in the third quarter." The formula has been approved by N.P.A.'s Locomotive Builders Industry Advisory Committee, the announcement also said.

It went on to explain that the formula "totals production of diesel-electric locomotives of all sizes in the proposed three-year base period (1948-1950) and permits each builder to produce locomotives according to his percentage of the industry's total unit output in that period." At the present

Photos by Portland (Me.) Press-Herald

THE BOSTON & MAINE CAME TO THE RESCUE of some 175 stranded motorists and bus travelers when a late February blizzard tied up highway traffic on U. S. route 1 near South Biddeford, Me. When the state highway department found it impossible to reach the stranded highway travelers with snowplows, the railroad, at the request of Maine state police, stopped its train 107 at a highway overpass. A number of sailors, including some from one of the marooned buses, formed a "human chain" down the embankment from the highway to the railroad track, to assist 35 women and a number of children in reaching the train. At the left are some of the 175 rescued travelers arriving at Portland Union Station; at the right, the station waiting room filled with "refugees from Old Man Winter."

time, locomotive builders are allocated materials on the basis of their own individual production in the 1948-50 period.

Taking into account the output of diesels for United States railroads, and for industrial, export and Army use, N.P.A.'s Railroad Equipment Division compiled the following "tentative" table showing production by each builder in the base period, and each builder's proposed percentage of permitted output.

Builder	Total Production 1948–1949–1950	Percentage
American Locomotive Company	2,228	21.7
Baldwin-Lima-Hamilton Corporation	1,220	11.9
Electro-Motive Division, General Motors Corporation	5,283	51.4
Fairbanks, Morse & Co.	372	3.6
Davenport Besler Corporation	109	1.1
General Electric Company	800	7.8
Plymouth Locomotive Works	5	0.04
Vulcan Iron Works	7	0.06
Whitcomb Locomotive Works	247	2.4

As N.P.A. reported proceedings of a closed March 18 meeting of the advisory committee, the group recommended that the Defense Production Administration, in allocating materials, arrange to handle military requirements separately from those for commercial-type locomotives. The committee also recommended that the military orders be given preference; but that material for them should be allocated separately, and they should not be in the total over-all scheduling of railroad, industrial and export orders.

The committee was also reported to have urged that locomotive builders be given immediate (second-quarter) authority to make as many locomotives as possible from their allotments of materials, their inventories, and savings through conservation and substitution. Meanwhile, N.P.A. officials stated that they were studying the builders' third-quarter requirements; and the Railroad Equipment Division "is appealing for the programming of 1,212 locomotives in the third quarter as compared to the 850 authorized in the second quarter."

The N.P.A. statement went on to refer to "tentative" third-quarter allocations which would permit the production of only 800 locomotive units.

THE RIGHT HONORABLE VINCENT MASSEY, Canada's first native-born Governor General, is shown here as he arrived at Ottawa on a special Canadian National train which carried him from his home at Port Hope, Ont. Mr. Massey was greeted at the station by Prime Minister Louis St. Laurent and other Dominion dignitaries, before formal installation in his new office.

N.E.S.A.B. Will Support RRs In Passenger Abandonments

Generally speaking, shippers attending the annual meeting of the New England Shippers Advisory Board at Boston March 12 and 13, expressed satisfaction with service (except on l.c.l.) being given them by roads serving that territory, and again asked why roads west of the Hudson river could not do as well. The board also voted unanimously to form a committee of one member for each state in the board's territory, to cooperate with the railroads at hearings before state public utility commissions where the carriers are seeking to abandon hopelessly unremunerative passenger services. Each member of the board's committee is to form a state committee to assist him in this work.

The board disapproved recommendations of the National Association of Shippers Advisory Boards that a National Clean Car Committee be formed, and that there be established a new method of voting on resolutions before the national body.

At the joint meeting of the board's executive and contact committees considerable discussion was given over to livening up meetings to improve attendance. General Chairman W. H. Day, manager, transportation department, of the Boston Chamber of Commerce, said the next meeting, to be held at Bretton Woods, N. H., September 17-19, would see considerable change in the docket, in an attempt to make the board's meetings more interesting.

The national transportation picture was painted for the board by W. E. Callahan, manager of the Open Top Section of the Car Service Division of the Association of American Railroads. At present, Mr. Callahan said, the car supply situation is relatively easy, but he asked that shippers continue, and intensify, observance of Car Service Rules "and thus cooperate with serving railroads as a constructive program for constant return movement of box cars to owning lines. With your help," Mr. Callahan said, "we can, and hope to, avoid issuing special car orders, or quota orders later, requiring box car movements out of New England to take care of heavy seasonal movements of agricultural commodities."

Mr. Callahan went on to say that the supply of gondolas is presently equal to demand but that in the near future this situation is quite likely to change radically to one of tight supply or "rather severe shortages."

In commenting on prospects for an increase in car ownership, Mr. Callahan said that in the first nine months of 1952 the maximum net gain for Class I roads, after allowing for retirements of about 4,500 cars per month, would be approximately 12,000 cars. The railroads, he said, would like to spend about $2 billion during the next two years for 200,000 new freight cars and 7,200 new units of motive power. However, this objective will not be reached, he concluded, unless increasing allotments of steel are set aside for the railroad industry.

F. W. Rourke, vice-president and general manager of the Boston & Maine and chairman of the railroad contact committee, said car supply in New England was good except for a shortage of Class A box cars for paper. New England roads, including the New York Central and the two Canadian lines, had an order 28,419 freight cars and 540 diesel units, including 12 Budd rail-diesel passenger cars, Mr. Rourke said.

Ralph M. Binney, president of the Boston Chamber of Commerce and vice-president of the First National Bank of Boston, declared that there are many opportunities for New England shippers to cooperate to make Boston and New England generally a much busier and more prosperous place for carriers and shippers.

He mentioned also that shippers could help carriers by helping them abandon unprofitable passenger runs; and asked that they support a bill now before the Massachusetts legisla-

ture to modify an existing statute which requires railroads to establish 13-ft. track centers in all yards. The original bill, he said, would cost Massachusetts railroads about $12 million which they must of necessity pass on to their customers.

The board predicted that its car loadings in the second quarter of 1952 would be 147,953, a decrease of about 1.77 per cent from actual loadings in the same period of 1951.

Officers reelected for the ensuing year were: W. H. Day, general chairman, and F. J. Gill, traffic manager, Oxford Paper Company, general secretary. Vice-general chairmen elected were: A. H. Erlandson, traffic manager, Goodall-Sanford, Inc., for Maine; L. F. Van Kleeck, traffic manager, Brown Company, for New Hampshire; A. B. Moore, vice-president, Cary Maple Sugar Company, for Vermont; E. C. Ness, Jr., traffic manager, Stone & Webster Engineering Corp., for Massachusetts; A. H. Ferguson, manager, transportation division, Providence Chamber of Commerce, for Rhode Island; J. M. Stuart, general traffic manager, Stanley Works, for Connecticut; and W. E. Malone, traffic manager, Lever Brothers, for New York.

Seatrain Asks Restraint Of Railroad "Boycott"

Pending disposition of its antitrust suit filed last fall against a number of railroads and railroad associations (*Railway Age*, December 17, 1951, page 17), Seatrain Lines, Inc., has petitioned the United States District Court at Trenton, N. J., to restrain eight railroads and the Association of American Railroads from "boycotting" Seatrain's service between New York and Savannah, Ga.

In its present petition, Seatrain asks that the railroads be restrained from making arrangements or agreements for interchange or use of loaded freight cars by or between railroads while Seatrain is excluded from the benefit of such arrangements, or from publishing any limitation or restriction on availability of freight cars to Seatrain. In an affidavit filed with the petition, Graham M. Brush, Seatrain president, declared that "concerted action of the railroads and the association" is causing "irreparable damage" to Seatrain and "has created among shippers and shippers' associations uncertainty as to the continuing availability of the company's New York-Savannah service, with the result that shipments by Seatrain have been effectively discouraged."

The New York-Savannah service involved in the present complaint was approved by the Interstate Commerce Commission last fall on a temporary basis, to May 11, 1952 (*Railway* Age, November 19, 1951, page 16). The commission's action has been attacked in a suit filed in the U. S. District Court at Alexandria, Va., by 41 railroads, but a temporary injunction against the service, which the railroads sought, was denied by the court.

Railroads named in Seatrain's present complaint are the Atlantic Coast Line; Baltimore & Ohio; Erie; Louisville & Nashville; Pennsylvania; St. Louis-San Francisco; Seaboard Air Line, and Southern. All eight, and the A.A.R., are also named in Seatrain's antitrust complaint.

Briefs Filed in 17 Reparations Cases

Briefs were filed with the Interstate Commerce Commission last week in the 17 government reparations cases. The railroads filed a three-volume presentation, undertaking to answer in great detail all contentions that wartime rates on government freight were unreasonable.

"It is our contention that the rates charged were not only not unreasonable but that they constituted a body of subnormal rates which were extended by the railroads to the government as a result of continued negotiation, and in a spirit of complete cooperation between representatives of the railroads and representatives of the several government departments," the railroads declared.

The 17 reparations cases were filed by the Department of Justice in the postwar years. The government contends generally that rates on its wartime shipments of various commodities were excessive, and has asked that reparations be awarded. Estimates of such reparations say the total claimed would amount to about $2 billion, plus interest.

The National Industrial Traffic League, and a large group of other shipper interests, have also filed briefs in the cases. They support the railroad position and argue that no award of reparations should be made. The N.I.T. League brief said private shippers are still paying the costs of war transportation, and railroad service the government received in World War II was actually "bargain transportation."

Other shipper groups cited figures to show that wartime income taxes paid by the rail carriers, plus the reparations claimed, would add up to a larger figure than the entire wartime freight bill paid by the government.

WHEN THE NEW "CONGRESSIONAL" made its first revenue run from New York to Washington on March 17, it was "christened" prior to departure by Mrs. Vincent R. Impellitteri, wife of the Mayor of New York, who is shown, above, with James P. Newell, vice-president, operation, of the Pennsylvania, and Engineman Edward Fritz, of Washington. Similar ceremonies were held at Washington for the other section of the "Congressional," and at Washington and Boston for the "Senator." New equipment for both trains was described in detail in last week's *Railway Age*.

Money for I.C.C.

The House Committee on Appropriations has proposed that appropriations for activities of the Interstate Commerce Commission during the next fiscal year be $1,272,000 less than the amount recommended in President Truman's budget message. The committee's proposal is embodied in the Independent Offices Appropriation Bill for the fiscal year beginning July 1, which it reported recently to the House.

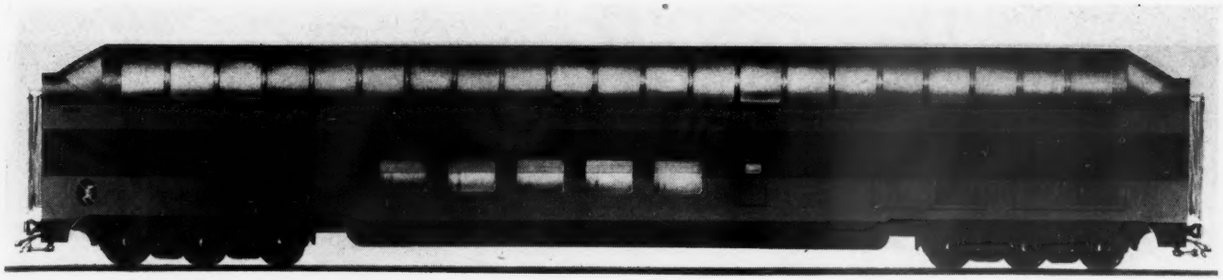
The bill carries $10,506,000 for the commission, as compared with $11,778,000 recommended in the President's budget. The committee made the cuts despite the commission's annual-report warning to the effect that reductions in its appropriations were bringing about "deregulation" of transport agencies under its jurisdiction (*Railway Age* of February 18, page 48).

The $10,506,000 proposed in the bill includes $8,935,000 for the commission's "general expenses," $907,000 for "railroad safety" work, and $664,000 for locomotive inspection. These compare, respectively, with budget recommendations of $9,975,000, $1,042,000, and $761,000.

MORE NEWS ON PAGES 55-64

Additional general news appears on page 62, preceded by regular news departments, which begin on the following pages:

Supply Trade	55
Organizations	56
Equipment and Supplies	56
Financial	57
Car Service	57
Railway Officers	58



OF ALL-WELDED GIRDER-TYPE CONSTRUCTION, the cars will have an overall length of 85 feet. Other features include six-wheel trucks with 6½-in. by 12-in. journals; equipment compartments for equipment normally carried under floor, at both ends of the car; and an overall height from rails of 15 feet 6 inches. The exterior color scheme will be the Milwaukee's traditional "harvest" orange and "royal" maroon with black underbody.

Full-Length Dome Cars For the Milwaukee

America's first full-length dome observation-lounge-cars — 10 of them — will be constructed for the Chicago, Milwaukee, St. Paul & Pacific by the Pullman-Standard Car Manufacturing Company, beginning early this summer.

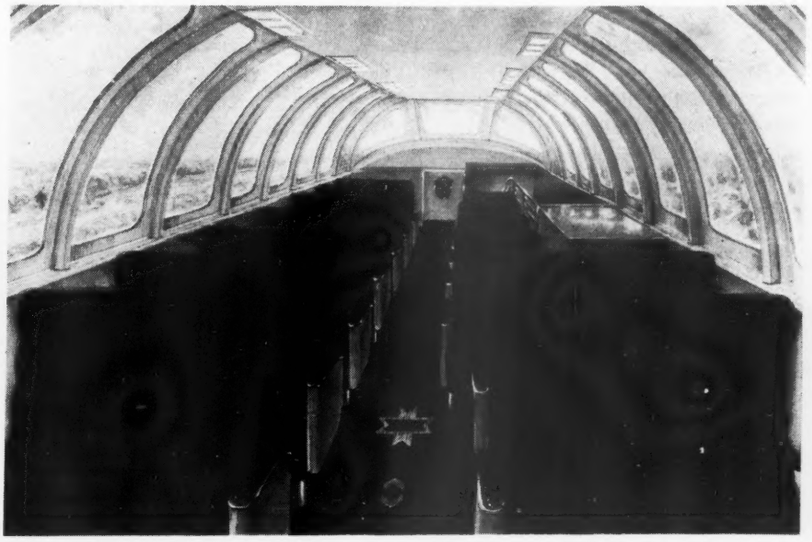
The Milwaukee has announced plans to assign a car to each of the six "Olympian Hiawatha" train sets in the daily Chicago-Seattle-Tacoma service and to each of the four daytime "Hiawatha" trains in the Chicago-Twin Cities service. At present, all these trains carry a glass-roofed "Sky Top" lounge car at the rear for first-class passengers. These cars will continue on their present assignments after the full-length dome cars are placed in service.

The air-conditioned observation-dome section of the new type cars will seat 68 passengers in foam rubber-cushioned seats. Beneath the dome will be a dining and lounge section seating 28, where beverages and light snacks will be served from an all-electric stainless steel kitchen.

A portion of the lower level space over the trucks will house air conditioning equipment, air compressors, diesel enginators, and fuel and water tanks. The housing of this equipment is so designed that the equipment can be serviced regardless of weather conditions and regardless of whether the train is standing or moving. The equipment renders each dome-lounge car mechanically independent of the rest of the train.

Seats in the dome will be non-revolving, since the car will be turned on a wye or turntable at each terminus. The seats will be spaced on 3-ft. 5-in. centers and will be equipped with ash receptacles and adjustable footrests.

Milwaukee President John P. Kiley said that color schemes, lighting, carpeting, upholstery and all the conveniences of the cars should meet with instant approval. "The cars will provide our patrons a new travel thrill. The full-length dome will permit more passengers to view the scenic wonders of the area traversed than is now possible in cars where the dome section is confined to the center of the car."



THE UPPER LEVEL will provide seats for 68 passengers, while an additional 28 will be accommodated in the dining-lounge section beneath. Stairways, one of which is seen at the right in this view, lead to the dome from both ends of the car. Heat-resistant curved safety glass roof panels measure more than three feet wide and five feet high. Seats are non-revolving.

THE LOWER LEVEL LOUNGE features an illuminated full-color mural, directly behind the large curved settee. Eight large pier panels in the room will have gold-tinted mirrors of safety glass. The lounge section and stairways will be fully carpeted. Loudspeakers will carry radio programs and announcements of the train's public address system.

An all-electric kitchen at the opposite end of the lounge (not shown) will permit serving snacks and beverages, while the passageway (left) will allow passengers to pass through the car without disturbing those seated in the lounge. Since the cars are entirely "non-revenue," no provision has been made for luggage racks.

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We believe that ASF Research has made very valuable contributions to the railroad industry. Proof? Well, for one thing, the record of the Ride-Control Truck! This is the truck—designed, developed, tested and *introduced* by ASF—that made possible today's freight train speeds.

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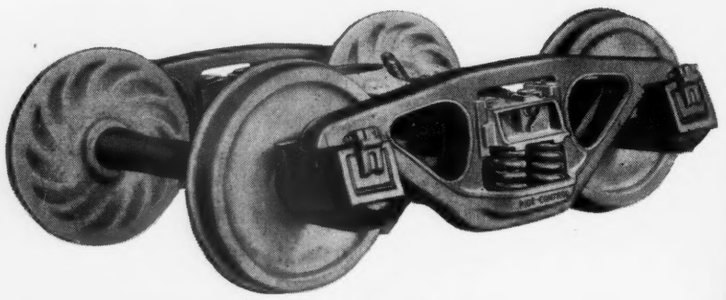

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A USEFUL IDEA IN TRANSPORTATION POLICY—"COUNTERVAILING POWER"

Nobody, speaking in behalf of the railroads and in the public interest in maintaining their solvency, has yet gone as far as the facts would justify in demanding "de-regulation" of the industry. At most, spokesmen for the railroads have asked for only fractional relief from the most comprehensively oppressive statute in the archives of government and industry relations, i.e., the Interstate Commerce Act. They have requested merely some mild palliatives, such as repeal of the long-and-short haul clause, some limitation to the power of the regulators in revenue cases, and moderation in reparations.

This cautious approach—though perhaps politically expedient—is not economically or logically realistic. What is called for, or should be, is an entirely new Interstate Commerce Act, to meet today's actualities, with complete extinction of all parts of the present act which serve no purpose but to perpetuate the chastisement of the long-dead horse of transportation monopoly.

No Lack of Competition

The Interstate Commerce Act was adopted in an attempt to circumvent what appeared to be, and often actually was, the "monopoly" power of the railroads—at a time when no alternative transportation facilities of even remotely comparable efficiency and economy were available. There was some inter-railroad competition between most important population centers, but there was no competition at all where origin or destination was a "one-railroad town." That was the transportation situation the Interstate Commerce Act was designed to control, in the public interest—a situation which has undergone a complete revolution within a generation, without the slightest reduction in the severity with which government restrains and inhibits the railroads from adapting themselves to their new environment.

There no longer exists in "orthodox" or "classical" economics any excuse for railroad regulation, except some simple prohibition of gross and arbitrary discrimination between patrons; and reasonable exercise of the "police power" in requiring filing and adherence to tariffs; and maintaining safe operation, uniform and dependable accounting, and honest financing. Such "police power" regulation, incidentally, could be applied with equal economic justification to any and all industry, and not to transportation or railroads alone. Restraints against arbitrary discrimination are economically justifiable only because of the railroads' "common carrier" status, which is some impediment to unlimited invasion of a territory by other common carriers—but there exists no justification for applying such restrictions to any common carrier to a degree which prevents its competition on equal terms with private or contract carriers.

Some may object to the foregoing conclusions, contending that "orthodox" or "classical" economics is "outmoded." Very well then, turn to the short and brilliant book* by a distinctly "unorthodox" or "Keynesian" economist, J. K. Galbraith. Mr. Galbraith was deputy administrator of the O.P.A., which should absolve his reputation from any tarnish of conservatism. He has no faith in the existence—and apparently none in the feasibility—of sufficient competition to regulate industry and economic processes to the degree required for the protection of the public interest. Instead, he puts forward his idea of "countervailing power," as the principal and most effective regulator.

What he calls "countervailing power" is the power that, for instance, labor unions developed to offset some of the power over jobs, wages and working conditions formerly enjoyed by employers in such large-scale industries as steel and automobiles. Or the power that large

*"American Capitalism—The Concept of Countervailing Power," published by Houghton Mifflin.

purchasers, such as the chain stores and mail order houses, have developed to "countervail" the competitive advantages formerly enjoyed by large food processors when all their customers were little retailers.

A Logical Inference

Mr. Galbraith believes that "countervailing power" has been greatly developed in recent years—and he justifies legislation in behalf of farmers and union labor, as government aid toward getting "countervailing power" where it was socially and economically desirable. While not dealing with transportation specifically, the Galbraith analysis could be fairly extended to classify government provision of highways, waterways and airways as "countervailing power" against the former near-monopoly enjoyed by the railroads. The obvious and logical inference is that, with the existence of such power to "countervail" the railroads, Mr. Galbraith would not and could not now defend formal regulation of the railroads to any greater degree than that conceded as justifiable by such "conservatives" as the editors of this paper.

In sum, the present extension of the Interstate Commerce Act is no longer intellectually respectable—any more from the "unorthodox" viewpoint than from the "orthodox." It ought to be trimmed down to meet today's realities, rather than those of 1910—and be presided over by a well-paid commission and staff, revitalized by being given a job not so big as to exceed the scope of human competence. One of the most persuasive arguments being used against the highly desirable reform of concentrating all transportation regulation in the I.C.C. is that the commission already has more duties than it can adequately perform—a contention which would vanish if the scope of regulation were to be shrunken down within workable and justifiable limits. No industry can have its power both "regulated" and "countervailed," as the railroads have, and still have left enough power to continue functioning satisfactorily.

THE RIGHT SHOP MACHINERY REPAYS ITS COST QUICKLY

Over the years, railroads have been large users of modern shop machinery and equipment and present indications are that this practice will continue in spite of less need for some types of production machines, formerly used in great numbers in manufacturing steam locomotive parts. The general acquisition of diesel-electric power has simply shifted emphasis from some types of machines to others and, moreover, necessitated a complete restudy of existing locomotive shop facilities. Some have had to be closed, some rebuilt, and some built new—in all cases taking into account the machinery needed for efficient operation.

There has been no lessening in demand for better car-shop machines, especially in car wheel shops; and several of these shops now under construction promise economies never before realized in wheel and axle maintenance work. In one wheel shop, improvements—which included primarily the installation of two modern hydraulic presses in place of older slow-acting equipment—were made at a cost of $50,000, and brought a return of $10,000 a year, or 20 per cent. In another case, a new car axle lathe cost $41,000 to install and saved $6,000 a year, or about 15 per cent.

In diesel locomotive maintenance, the desire to get equipment back in service with the least possible delay, as well as the necessity for economizing costly labor, tends to induce railroads to look with favor on any machinery or equipment which shows real promise of saving hand labor or doing a given job more thoroughly.

For example, an electric repair shop was enlarged at a cost of $60,000 and this expansion, with the attendant room for more effective work and the use of better material-handling equipment, effected an annual saving of $55,000. The installation cost and annual savings of a number of specific machines were as follows: Armature balancing machine, cost $12,000, saved $3,000; commutator seasoning machine, cost $15,000, saved $3,000; automatic gas-cutting machine, cost $9,000, saved $6,700; diesel filter cleaning machine, cost $7,000, saved $3,500.

The greatest return from any of these improvements was for the electric shop which almost paid for itself in the first year. Earnings on the other individual machines ranged from 20 per cent for the commutator seasoning machine to 50 per cent for the diesel filter cleaning machine and 75 per cent for the automatic gas-cutting machine—surely high enough returns on the investment to interest any railway management.

BENCH MARKS AND YARDSTICKS—

Another article in this series—initiated in the editorial pages of our March 10 issue—appears this week (page 33). It deals with the measurement of the performance of a freight traffic department. What "yardsticks" do you use, or would you like to use, in your work? Please tell us.

LOADING AND UNLOADING is performed by tractors of the subsidiary New England Transportation Company equipped with a special low-speed back-up gear and a Pollard fifth wheel. Clearly visible are the car side rails which guide tractor and trailer wheels without causing damage to the tires.

New Cars for New Haven's Trailers-on-Flats Service

Written specially for **Railway Age**
By G. L. GOEBEL
Mechanical Engineer
New York, New Haven & Hartford

The need for more flat cars to handle highway trailers and for simpler, faster loading and unloading procedures led the New Haven to develop rolling stock which would be particularly suited to the needs of trailer traffic, and yet could be used for more conventional loading—if ever so desired.

The New Haven's original service for the movement of loaded trailers was begun with conventional 49-ft. and 53-ft. 70-ton flat cars equipped with the necessary "tie-down" equipment, guide rails and aprons. These cars were capable of carrying two trailer bodies ranging in overall length from 18 to 26 feet—paired together to suit the car length. However, during the period 1946-1950, the loading ratio of two trailers to a flat car which prevailed before World War II diminished to 1.3 trailers to a car, due to the larger size trailers being offered for movement. It thus became not only economically unsound, but time consuming at terminals, to handle on the older cars these larger semitrailers—which ranged in overall length from 18 to 34 feet.

Accordingly in the fall of 1950 it was decided to standardize on a flat car designed to transport a single trailer measuring up to 36 ft. in overall length, weighing 80,000 lb. gross, which could be used for all future trailer-rail service.

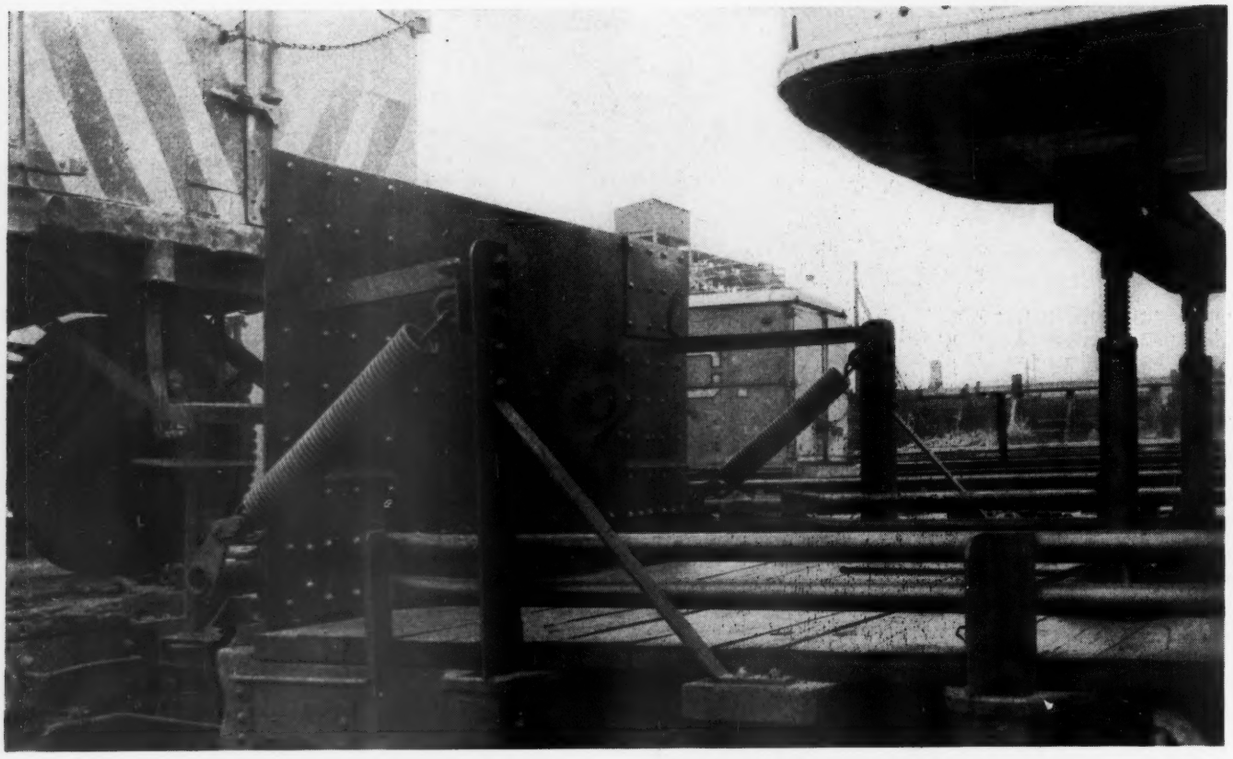
A comprehensive study of the types and sizes of trailers handled in fourteen years of operation, in all seasons, was undertaken. It led to the development of a car design utilizing a one-piece cast-steel underframe adequate to withstand the special loading requirements involved in serial end loading. The design was also arranged to meet A.A.R. loading rules for conventional flat cars used in interchange revenue service. This combination design feature makes it possible to convert the cars to regular interchange service—if conditions ever demand such action—by simply removing the trailer loading and fastening devices. Thus the basic investment is protected for the life of the car.

The new car has a loading platform 40 ft. long, with 50-ton nominal capacity, and is equipped with trucks having controlled spring action suitable for operation at passenger train speeds. As an added feature the journal boxes of the trucks are equipped with the Hogan anti-waste-grab ledge, a device designed to prevent journal grabs—a predominant cause of hot boxes and consequent train delays. The overall design includes improvements in the devices used to load, support and secure the loaded semitrailer on the car. Newly designed counterbalanced apron plates, guard stakes, stronger chain fastening and improved jacking assemblies are incorporated on the new car.

Two hundred of these cars were constructed and placed in service between February and December 1951.

The new cars replaced the older 49- and 53-ft. cars which have been withdrawn from this service and restored to interchange revenue service, for which they are most suitable.

Service performance of the new cars to date has been highly satisfactory. The anti-waste-grab ledge in the journal boxes has been extremely successful in prevent-



NEW "APRON-RAMP"—used to link flat cars so that tractor-trailer units may be driven from one to the other—was designed by New Haven engineers to cut costs and save time. Ramp can be raised or lowered by two men in less time than the older type ramp which required five men. Visible on the right are the forward jacks with their oak beam engaging the fifth wheel of a semi-trailer unit—one step to inhibit independent motion in transit.

ing hot boxes and has been a contributing factor in maintaining maximum availability of the cars.

The new cars are equipped with the following "tie-down" devices to load, support and secure the trailer body to the car so as to prevent all independent movement between the trailer body and the car while en route. These insure safe transportation and maximum protection to the merchandise while moving by rail.

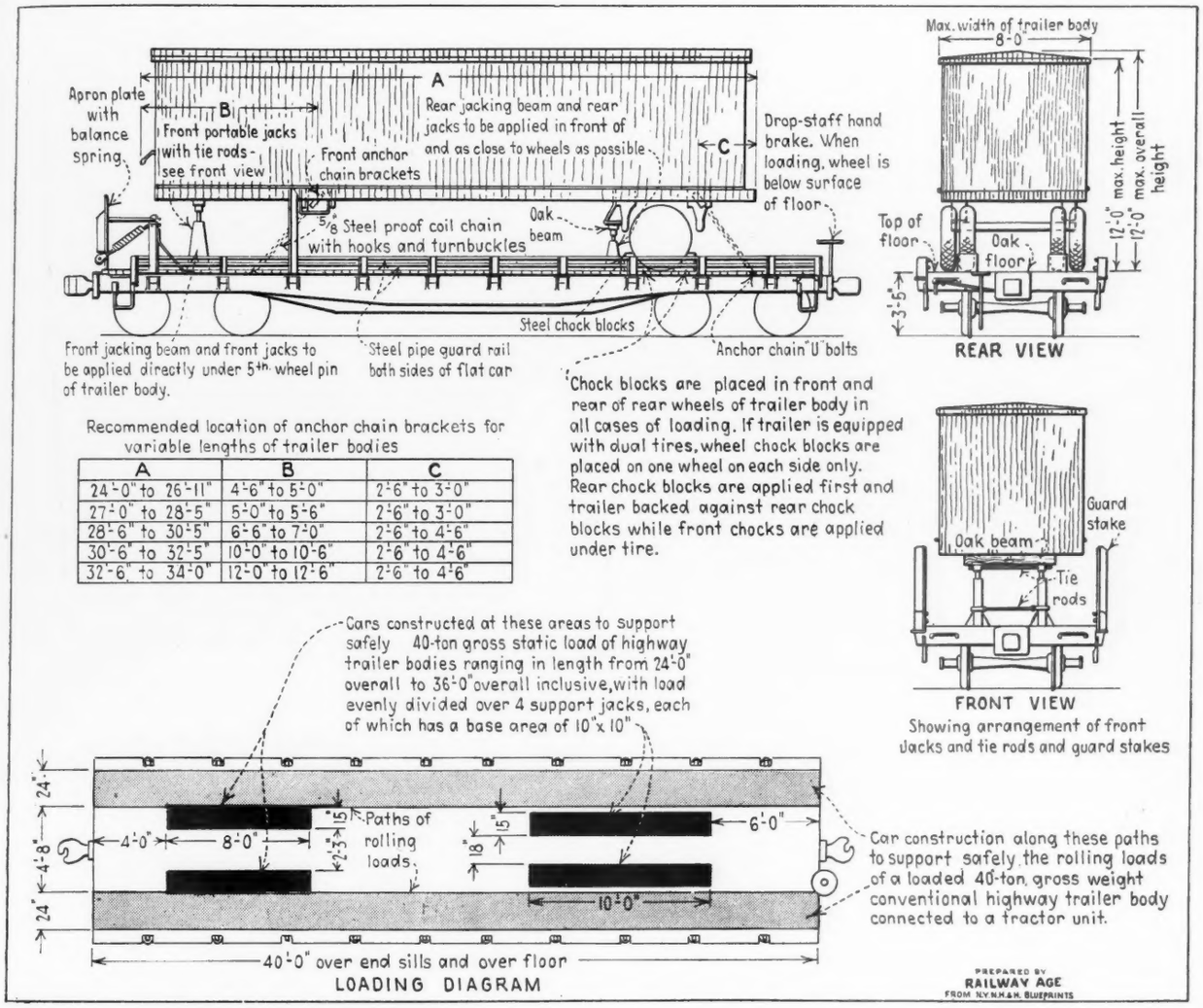
- Two 25-ton capacity screw jacks used at the front of the trailer
- Two 25-ton capacity screw jacks used at the rear of the trailer
- Four steel wheel chock blocks used at the rear wheels of the trailer
- Four end anchor chains used to tie the trailer to the car floor
- Two jack yoke beams (oak) to tie each pair of jacks together
- One spring counterbalanced reinforced steel apron plate
- One jack tie bar assembly used to tie the bases of the two front jacks together
- One car set of E.H. 2-in. steel-pipe guard rails extending the full length of car—on both sides
- Two steel stakes for latching apron plate in vertical position after loading has been completed
- Two high steel guard stakes to prevent possible displacement of trailer body over side of car in the event of an anchor chain failure en route

This equipment costs approximately $900 applied to each car, as compared to a current cost of approximately $1,400 for equipping the earlier 49-ft. or 53-ft. cars for handling two trailers per car.

When the service was started in 1937, and continuing until early in 1941, all trailer bodies offered by shippers for rail shipment were constructed with heavy, rigid center sills, side sills, and cross bearers. These semi-trailers were built so that the entire load was carried by the underframing and the floor construction, with the metal-paneled superstructure serving merely as an enclosure from the weather. This type of trailer body lent itself readily to the application of simple anchor chain fastenings, at the relatively small cost of approximately $25 to $30 per unit.

Beginning in 1941, however, the newer "frameless" type of semitrailer began to appear on the scene. This body design was developed to reduce the "dead" or empty weight of the trailer without reducing its pay-load capacity. But this "frameless" trailer afforded no suitable means of jacking and securing the trailer to the flat car without providing additional framing construction.

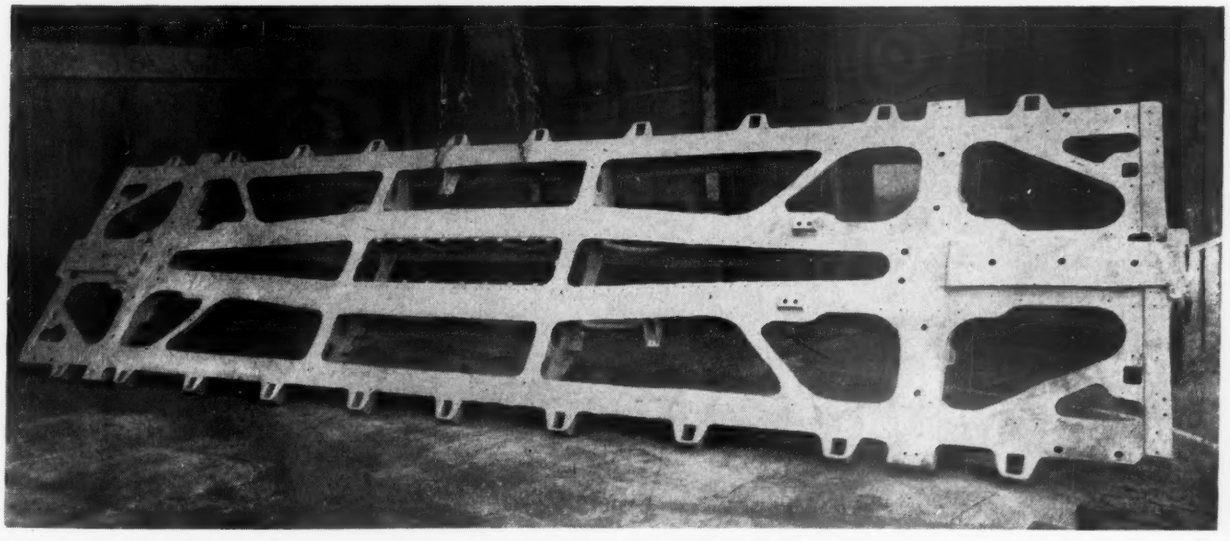
After considerable investigation of the different designs of "frameless" type trailer bodies in most common use, the New Haven's mechanical department developed recommended designs for additional framing construction and strengthening to make the units suitable for railroad movement. These designs were submitted to motor carriers and trailer builders, who, to take advantage of the rail service, applied the additional construction at an approximate cost of $75 to $100 per trailer unit. The additional framing consists of front anchor chain bracket supports, and "knee" braces applied to the front spring shackles (rear wheels) of the trailer body to provide a bearing surface for the rear support jack assembly. These items appear clearly in the accompanying sketch of the trailer body.


Apron plate with balance spring
A
B
Front portable jacks with tie rods - see front view
Front anchor chain brackets
Rear jacking beam and rear jacks to be applied in front of and as close to wheels as possible
C
Drop-staff hand brake. When loading, wheel is below surface of floor
5/8" Steel proof coil chain with hooks and turnbuckles
Oak beam
Steel chock blocks
Front jacking beam and front jacks to be applied directly under 5th wheel pin of trailer body.
Steel pipe guard rail both sides of flat car
Anchor chain "U" bolts
Max. width of trailer body
8'-0"
12'-0" max. height
12'-0" max. overall height
Top of floor
Oak floor
3'-5"
REAR VIEW
Chock blocks are placed in front and rear of rear wheels of trailer body in all cases of loading. If trailer is equipped with dual tires, wheel chock blocks are placed on one wheel on each side only. Rear chock blocks are applied first and trailer backed against rear chock blocks while front chocks are applied under tire.
Guard stake
Oak beam
Tie rods
FRONT VIEW
Showing arrangement of front jacks and tie rods and guard stakes
Cars constructed at these areas to support safely 40-ton gross static load of highway trailer bodies ranging in length from 24'-0" overall to 36'-0" overall inclusive, with load evenly divided over 4 support jacks, each of which has a base area of 10"x 10"
24"
4'-8"
24"
4'-0"
8'-0"
2'-3"
Paths of rolling loads
18"
6'-0"
10'-0"
Car construction along these paths to support safely the rolling loads of a loaded 40-ton gross weight conventional highway trailer body connected to a tractor unit.
40'-0" over end sills and over floor
LOADING DIAGRAM
PREPARED BY RAILWAY AGE FROM N.Y.N.H.&H. BLUEPRINTS

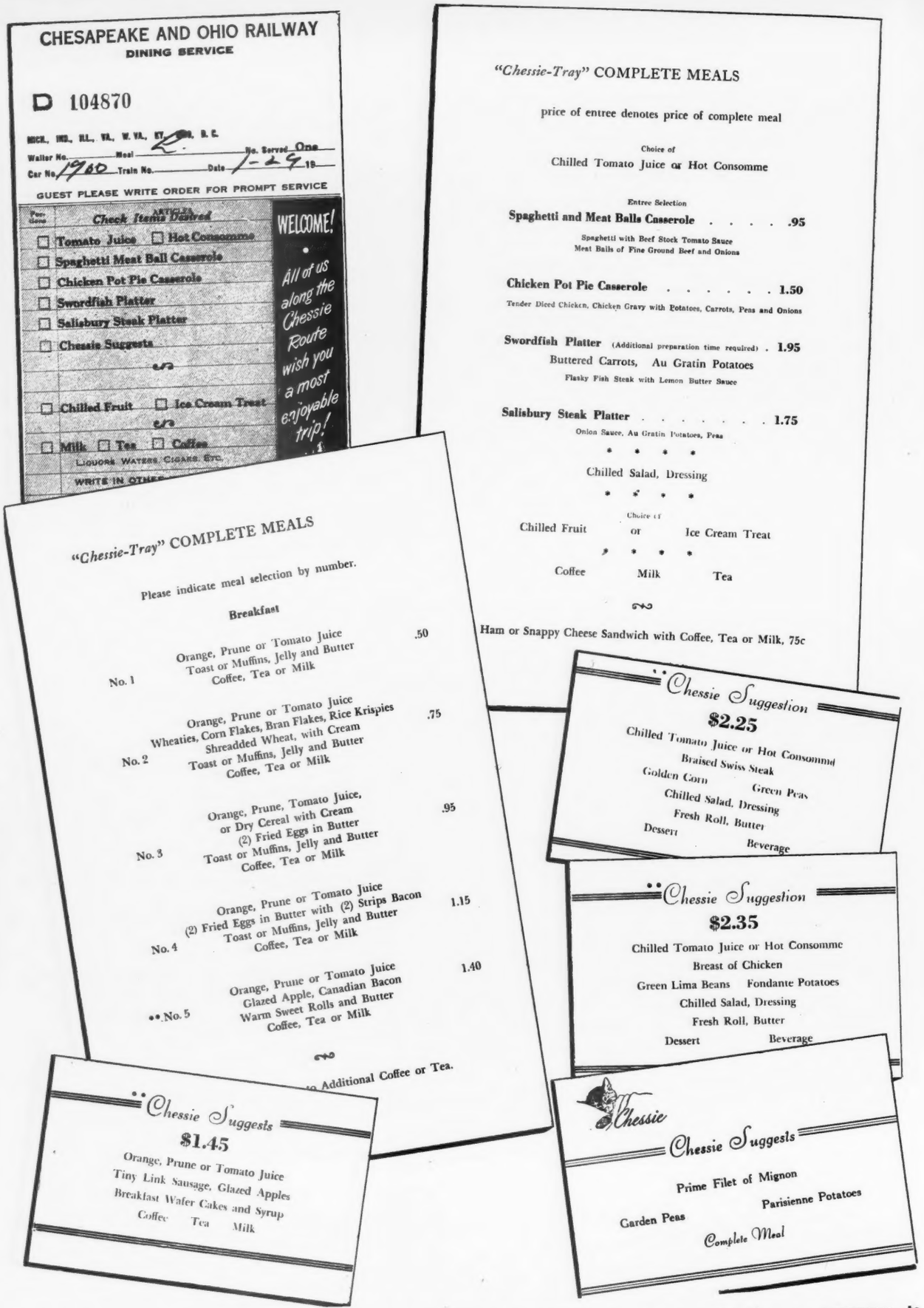
Recommended location of anchor chain brackets for variable lengths of trailer bodies

A	B	C
24'-0" to 26'-11"	4'-6" to 5'-0"	2'-6" to 3'-0"
27'-0" to 28'-5"	5'-0" to 5'-6"	2'-6" to 3'-0"
28'-6" to 30'-5"	6'-6" to 7'-0"	2'-6" to 4'-6"
30'-6" to 32'-5"	10'-0" to 10'-6"	2'-6" to 4'-6"
32'-6" to 34'-0"	12'-0" to 12'-6"	2'-6" to 4'-6"

SPECIAL FLAT CARS—specifically engineered for the handling of highway trailers—have been built by the New Haven to accommodate this traffic. The basis of their construction is a one-piece cast steel underframe manufactured by the General Steel Castings Corporation. The cars meet the Association of American Railroads standards for interchange flat cars and can easily be converted for other service should the occasion ever require.

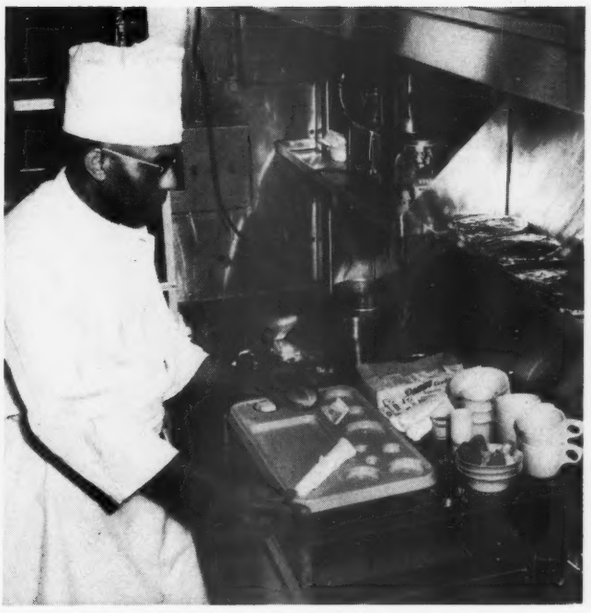


THE COMMONWEALTH cast steel underframe used on the New Haven's 40-ft., 50-ton flat cars.

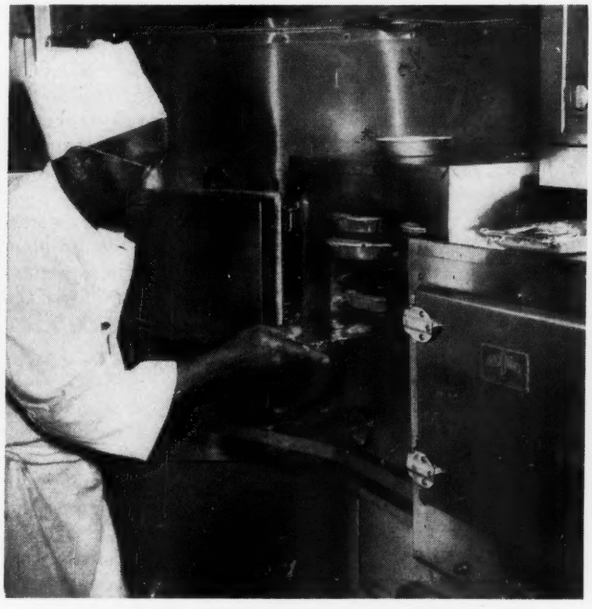

CHESAPEAKE AND OHIO RAILWAY
DINING SERVICE
D 104870
Waiter No. Meal No. Served One
Car No. 1960 Train No. Date 1-24 19
GUEST PLEASE WRITE ORDER FOR PROMPT SERVICE
Check Items Desired
Tomato Juice
Hot Consomme
Spaghetti Meat Ball Casserole
Chicken Pot Pie Casserole
Swordfish Platter
Salisbury Steak Platter
Chessie Suggests
Chilled Fruit
Ice Cream Treat
Milk
Tea
Coffee
WELCOME!
All of us along the Chessie Route wish you a most enjoyable trip!
"Chessie-Tray" COMPLETE MEALS
price of entree denotes price of complete meal
Choice of
Chilled Tomato Juice or Hot Consomme
Entree Selection
Spaghetti and Meat Balls Casserole 95
Spaghetti with Beef Stock Tomato Sauce
Meat Balls of Fine Ground Beef and Onions
Chicken Pot Pie Casserole 1.50
Tender Diced Chicken, Chicken Gravy with Potatoes, Carrots, Peas and Onions
Swordfish Platter (Additional preparation time required) . 1.95
Buttered Carrots, Au Gratin Potatoes
Flaky Fish Steak with Lemon Butter Sauce
Salisbury Steak Platter 1.75
Onion Sauce, Au Gratin Potatoes, Peas
Chilled Salad, Dressing
Choice of
Chilled Fruit or Ice Cream Treat
Coffee Milk Tea
Ham or Snappy Cheese Sandwich with Coffee, Tea or Milk, 75c
"Chessie-Tray" COMPLETE MEALS
Please indicate meal selection by number.
Breakfast
No. 1 Orange, Prune or Tomato Juice, Toast or Muffins, Jelly and Butter, Coffee, Tea or Milk .50
No. 2 Orange, Prune or Tomato Juice, Wheaties, Corn Flakes, Bran Flakes, Rice Krispies, Shreadded Wheat, with Cream, Toast or Muffins, Jelly and Butter, Coffee, Tea or Milk .75
No. 3 Orange, Prune, Tomato Juice, or Dry Cereal with Cream, (2) Fried Eggs in Butter, Toast or Muffins, Jelly and Butter, Coffee, Tea or Milk .95
No. 4 Orange, Prune or Tomato Juice, (2) Fried Eggs in Butter with (2) Strips Bacon, Toast or Muffins, Jelly and Butter, Coffee, Tea or Milk 1.15
•• No. 5 Orange, Prune or Tomato Juice, Glazed Apple, Canadian Bacon, Warm Sweet Rolls and Butter, Coffee, Tea or Milk 1.40
Additional Coffee or Tea.
•• Chessie Suggestion
$2.25
Chilled Tomato Juice or Hot Consommd
Braised Swiss Steak
Golden Corn Green Peas
Chilled Salad, Dressing
Fresh Roll, Butter
Dessert Beverage
•• Chessie Suggestion
$2.35
Chilled Tomato Juice or Hot Consomme
Breast of Chicken
Green Lima Beans Fondante Potatoes
Chilled Salad, Dressing
Fresh Roll, Butter
Dessert Beverage
•• Chessie Suggests
$1.45
Orange, Prune or Tomato Juice
Tiny Link Sausage, Glazed Apples
Breakfast Wafer Cakes and Syrup
Coffee Tea Milk
Chessie
Chessie Suggests
Prime Filet of Mignon
Garden Peas Parisienne Potatoes
Complete Meal

1 **The simple menu—with low prices and good food—has actually attracted more passengers to the diner. The use of "packaged" meals permits menu variation without food waste or loss. The C. & O. changes its menu frequently for variety's sake. Preprinted checks are prepared to go with each menu. Use of these checks has greatly speeded and simplified accounting procedures.**

2 **Individually packaged, the frozen meals are easily stored in any modern deep freeze. The C. & O. is using recently constructed cars equipped with mechanical refrigeration.**



3 **Meals are served on a compartmented, plastic tray. Each depression in the tray is for a specific item; and the tray holds a complete meal. Trays can be assembled—all but the hot foods—before the rush.**



4 **A complete entree—meat or fish, potato and vegetable—comes in a single expendable aluminum dish covered with aluminum foil. It is completely precooked and needs only heating and the foil removed to be ready to serve. Experience has proved that there is no blending or mixing of flavors.**

5 **Fully heated hot plate is placed on a ready-prepared tray, appetizer and dessert are added and the meal is ready for the waiter. Chef George Henderson, shown in these illustrations, is one of the many employees of the railroad who worked diligently to help put the new service "over."**

How Frozen Meals Cut C. & O. Dining Car Losses

Marked reductions in dining car losses, plus improved service and lower meal prices, can be achieved, the Chesapeake & Ohio management believes, through the use of precooked, quick-frozen "package" meals in properly equipped dining cars. This observation is based on six months' experimentation with a lounge-diner especially equipped to handle this type of meal service—

6 **The waiter receives the meal complete—except for the beverage—and ready to serve. The rack in the background, between the kitchen and pantry, is for "ready orders" waiting to be picked up.**

7 **Many passengers like the simple meals. Surveys disclosed that 9 out of 10 Chesapeake & Ohio passengers actually prefer the tray service to conventional dining car service.**

called "Chessie-Tray" breakfasts, luncheons or dinners.

The C. & O. feels that "dinner in the diner" is doomed unless some method can be found to substantially reduce dining car operating losses. The dining car department has tried about every scheme it could muster for reducing expenses, while maintaining traditional service. Experience showed that while costs could be reduced somewhat by these steps, the large and growing deficit could not be licked by half-way measures. Losses in dining car service are due, as every railroad knows, to the disproportionately large number of man-hours needed to serve a meal. As wages and taxes have increased, this oversized labor burden has had the effect of skyrocketing dining car costs. It inevitably has brought higher prices, which in turn result in shrinking patronage—aggravating the problem further.

Working from this background, the C. & O. determined to seek a more effective solution to the problem based on an economical and efficient utilization of manpower and facilities. The "Chessie-Tray" service is the outgrowth of this determination.

The introduction of precooked quick-frozen meals into dining car service would appear, to the casual observer, to be quick, simple and dramatically effective. It is effective—but far from simple. The C. & O.'s success with these meals is the result of six months of intensive, completely open-minded experimentation and development. There were innumerable problems which had to be met and solved successfully before the service met with passenger approval.

The C. & O. "Chessie-Tray" service described in this article is limited to one diner—though a second will soon be in service. It is being expanded only as rapidly as the multitude of small problems presented by each new operation can be effectively overcome. The C. & O. management recognizes that too much haste might jeopardize the entire program. It is particularly interesting—and a measure of the way in which the program has been handled—that the C. & O. has been able to win the support of dining car crews in introducing this new service.

History records that air lines which rushed into this type of food service without adequate advance thought and preparation were sadly disappointed. Those which approached the problem carefully and consistently have been amply rewarded.

Pre-Cooked Meals

The entire "Chessie-Tray" service is built around precooked, quick-frozen, individually-packaged meals—consisting of meat, fish or poultry, potatoes, and another vegetable. Each meal is on an expendable aluminum plate packaged in individual cartons. The processor, Frigidinner, Inc., of Philadelphia, deals exclusively in precooked, frozen foods. The C. & O.'s experiments were conducted with its extensive assistance and cooperation.

Kitchen preparation of the frozen meals is exceedingly simple, as illustrated by the accompanying pictures. The individually packaged meal needs only to be removed from its carton and placed in a specially designed electric oven long enough to heat it through. The heating must be timed carefully, because overheating overcooks the food. The Frigidinnner ovens used by the C. & O. are specifically designed for use with these meals, and are equipped with an automatic timer to prevent overheating.

The meals are served on a compartmented "single-service" tray, which has a section for each portion of the meal plus room for salt, pepper and sugar. The entrée—meat, potato and vegetable—the only element which is frozen, is served right on its aluminum plate, just as it comes from the package. Every meal is served with a simple chef's salad freshly prepared from in-

gredients on the car. Frozen fruit juices are used, together with vegetable juices and soups, as appetizers. Fresh bread, rolls, and butter are stocked in the car and served with each meal. A choice of chilled fruit or ice cream is offered for dessert.

Use of the compartmented tray requires only a single trip by the waiter to serve a complete meal. This reduces the number of trips a waiter must make to and from the pantry, enabling him to serve meals in less time and to wait on more people.

The plastic tray used by the C. & O. is similar in design to that used in overseas air line service. Based on the results of its experiments, the C. & O. plans to design a tray of its own when experience shows what will best fit its "Chessie-Tray" requirements.

Experimental Diner

The C. & O. used one of its newer tavern-lounge cars for its experiment. The car already had a refrigerator suitable for frozen food storage, a small kitchen and an "outside" counter-type pantry. The kitchen was converted to handle the new frozen meals by installing two Frigidinner 12-plate size electric ovens on top of the ranges. Wooden shelves were built to hold trays which have been "set up" in advance of the meal hour, and to hold "ready" orders. Complete conversion—admittedly on a somewhat temporary basis—cost about $1,700.

The experimental diner has been run on several parts of the system, under diverse operating and meal conditions. It is now in regular service on the Grand Rapids-Chicago "Pere Marquette." A second and larger dining car is now undergoing conversion and will probably be placed in regular service on the Grand Rapids-Detroit "Pere Marquette."

The crew of the experimental diner currently consists of two chefs, two waiters and a steward. When the number of persons served per meal goes over 100—usually around week-ends and holidays—an extra waitress is assigned to the car.

Although the new system has cut the staff required to man a single diner, J. A. Malcolm, general superintendent of dining service, does not expect major lay-offs to result from the gradual extension of the new service. Instead, where runs will permit the plan is to keep the cars open for longer hours, and to provide meal service where it otherwise could not be economically justified—which will make new jobs to offset those discontinued. This will be possible because the low-priced, simple meals and faster service are attracting larger numbers of passengers to the diner. The railroad reports that stewards, waiters and cooks have accepted the new system and have worked hard to make it "tick" because they recognize it as a form of "job insurance"—likely to prolong and extend dining car services at a time when they would otherwise be shrinking.

Additional advantages gained through the use of frozen foods accrue in the commissary and in the accounting department. New, simplified meal checks have greatly expedited accounting procedures.

The breakfast menu offers a wide selection of both frozen and fresh foods prepared on the car. Frozen platters include Canadian bacon, glazed apples, hot sweet rolls, tiny link sausages and wafer cakes. Ham and eggs —prepared in the conventional manner—are served in the same single-service tray.

BENCH MARKS AND YARDSTICKS – 3

What is the best available "yardstick" to use in gaging the performance of a freight traffic department? A freight traffic manager of a large railroad says:

"As you know, the usual method is to compare the revenue and traffic volume of one's own railroad with those of competing railroads in the same territory. I believe there is a better standard of measurement, viz., the traffic and revenue actually secured by a railroad traffic department in ratio to the total traffic available in the road's territory—with controls to make sure that the traffic actively solicited is that which pays a profit.

"It's possible, but not easy, to set up an index of 'potential' traffic in any given territory, by commodities. For instance, potential automobile traffic can be got at quite accurately by getting the figures on new car registrations—and comparing the road's own automobile traffic in a given month with the total registration of new automobiles in its traffic territory.

"With a lot of digging, such indices of potential traffic can be secured for each important commodity separately, making monthly comparisons between this potential and that actually handled. Of course, if the 'actual' performance declines, the road doesn't know automatically whether some other railroad got the business or whether it went to the highways or rivers. But, anyhow, the traffic manager does know whether his force is gaining or losing ground, and in just what commodities the weakness, if any, lies.

"If all the competing railroads in a given territory would collaborate, they could help each other in developing the 'potential' indices, saving themselves a lot of duplicate labor. By the interchange of information, they could quickly find out the extent of the inroads of rival forms of transportation."

This traffic manager has other ideas on the accurate gaging of the performance of solicitation forces, which will be reported in this space later on. Meantime, what about his suggestion of an index based on actual to potential? Is it practicable for most railroads?

Granted that such an index is a lot of work, is the information secured of sufficient value to compensate the trouble and expense? If not, what practicable index is there which will betray the inroads of the competition with sufficient speed to be of practical value to management in the initiation of corrective measures?

We should like to report in this space your comment and observation from your own practical experience on this point—or regarding the "yardsticks" you'd use to measure the performance of any individual job or department. Please write the editor of *Railway Age* at 30 Church street, New York 7. Your identity will not be revealed unless you want it to be.

Among other things, "a thorough study should be made of all schedules of lapsed time at railroad terminals to speed up delivery of freight."

What Is INDUSTRIAL TRAFFIC MANAGEMENT'S INTEREST In Transportation?

● "Industrial traffic management is willing to accept its part of the responsibility of solving our transportation problem.

● "We must obtain and support leadership that will keep our transportation system solvent and in good operating order.

● "We must avoid suspicion, selfishness and internal strife in the transportation industry that would ultimately lead to its destruction.

● "We must recognize the necessity for the different types of transportation, avoid unnecessary bickering, and strive for the kind of cooperation that will promote self-preservation of our transportation systems for the good of our country as a whole."

Those thoughts were left with the Pacific Coast Transportation Advisory Board at its 87th regular meeting, at Los Angeles on March 14, as the conclusion of an address on "Industrial Traffic Management's Interest in Transportation," by James W. Harley, of New York, director of traffic of the United States Rubber Company. In leading up to these conclusions Mr. Harley spoke in part as follows:

"I sometimes wonder if we do not accept [our transportation systems] as a matter of course and allow ourselves to be lulled into a feeling of complacency. We must not be complacent, . . . for surely the situation confronting us calls for the closest cooperation between shipper and carrier if we are to continue our progress and maintain our present gains.

"It appears to me to be highly essential that the modern industrial traffic manager assumes a very broad perspective of the entire transportation picture. No one will deny that we need all modes of transportation for each one is useful in its particular sphere. No one will deny the necessity and the importance of a sound rail transportation system operating efficiently and on a firm economic basis.

"We who are interested in transportation are at all times fearful of allowing our rail transportation system to be nationalized. Should this ever come about, all other modes of transportation would naturally follow, and our opportunities and initiative for enterprise will cease, not to mention the losses to the security and bondholders of these carriers. We know from experience of the changed relationship that immediately comes about by reason of government control of the railroads, and our experience tells us that this must not happen.

"On April 3, 1951, I spoke before the Customer Relations' Council of the American Trucking Associations and stated to the trucking industry that it was imperative that they give much thought to closer cooperation in the industry and that ultimately they should arrive at the conclusion that there must be some form of co-

operation between all modes of transportation and that they must do their part in bringing this about. I further stated that I believed the day would come when the trucking industry and the railroad industry would sit down together and discuss matters that would be mutually beneficial. I realized then and I realize now that this sounds rather impossible, but I cannot see good sound future development unless this is done. . . .

"I noted recently a statement by Senate Interstate Commerce Committee Chairman Edwin C. Johnson wherein he urged officials of competing forms of transportation to put an end to their attacks on each other's industries. Senator Johnson emphasized that 'All forms of transportation are necessary to the economic welfare of the country and this scrapping among the different systems of transportation is not constructive.' These are his words and not mine, and he concluded his talk with a statement that 'The railroads are the backbone of transportation and we all have an interest in the success of the country's railroads. If the railroads fail or fold up, the government would operate them. That's fundamental.'

"We spoke of keeping our transportation systems on a sound economic basis. In this connection, what better way is there to increase revenue and decrease operating costs than by improving service? Today, more than ever, due to inflation and the increased amount of cash required to conduct a business, the question of necessary financing is important. The railroads, as well as industry, have one clear method of increasing the dollar turnover and that is by improving service. Increased efficiency in the time consumed in the handling of shipments gives the railroads increased profits and, naturally, aids the shipper in improving his cash position.

What Railroads Can Do . . .

"Every railroad facility and every freight car that is not moving freight is a liability to the carrier, and while I appreciate labor conditions that exist today it seems to me that greater vision could be used in utilizing the equipment to the highest degree. Empty car mileage, I am sure, is receiving considerable attention by our rail carriers, and rightfully so. . . . Decreasing in-transit time on shipments of both raw materials and finished goods is healthy for the shipper and certainly beneficial to the railroads. I believe a thorough study should be made of all schedules of elapsed time at railroad terminals in an endeavor to speed up the delivery of freight. It would be to our mutual interest. . . . I believe the railroads should encourage the shipper in consolidating l.c.l. freight into carloads. . . .

"Your reception to the transloading technique has been sound, and I firmly believe this has resulted in improving service and giving the shipper an opportunity to consolidate more freight. It would be my suggestion that additional studies be made of the opportunities to locate more transloading stations in order to reduce the amount of empty car mileage that exists today. Every time I see an empty train of refrigerator or box cars I wonder if proper thought has been given to the possibilities of transloading and utilizing these cars in a manner that would return some revenue to the carrier. I believe the mixture rules should be broad enough to take care of industries that want to ship in carload lots. I believe the system of simultaneous loading of cars should be encouraged so that industry can use railroad equipment efficiently.

"I have not touched on the cost of transportation, but I know you realize that as transportation costs increase, greater care is exercised by industry on this important item of expense. I know railroads are interested, as well as shippers, in keeping the cost within reason, realizing, of course, that you, as an industry, must have a profit in order to interest investors in your property. Also a profit is necessary to bring about imagination and genius in designing improvements and finally lead to more economical operations. Certainly without the profit motive there is little hope of securing sufficient money to make the improvements necessary to improve service and effect economies. I am sure every fair-minded shipper recognizes this necessity, but, at the same time, every effort must be made to keep transportation costs within reasonable limits or we will be faced with further decentralization of industry which affects your revenue.

Pach Brothers

James W. Harley

. . . And the Shipper

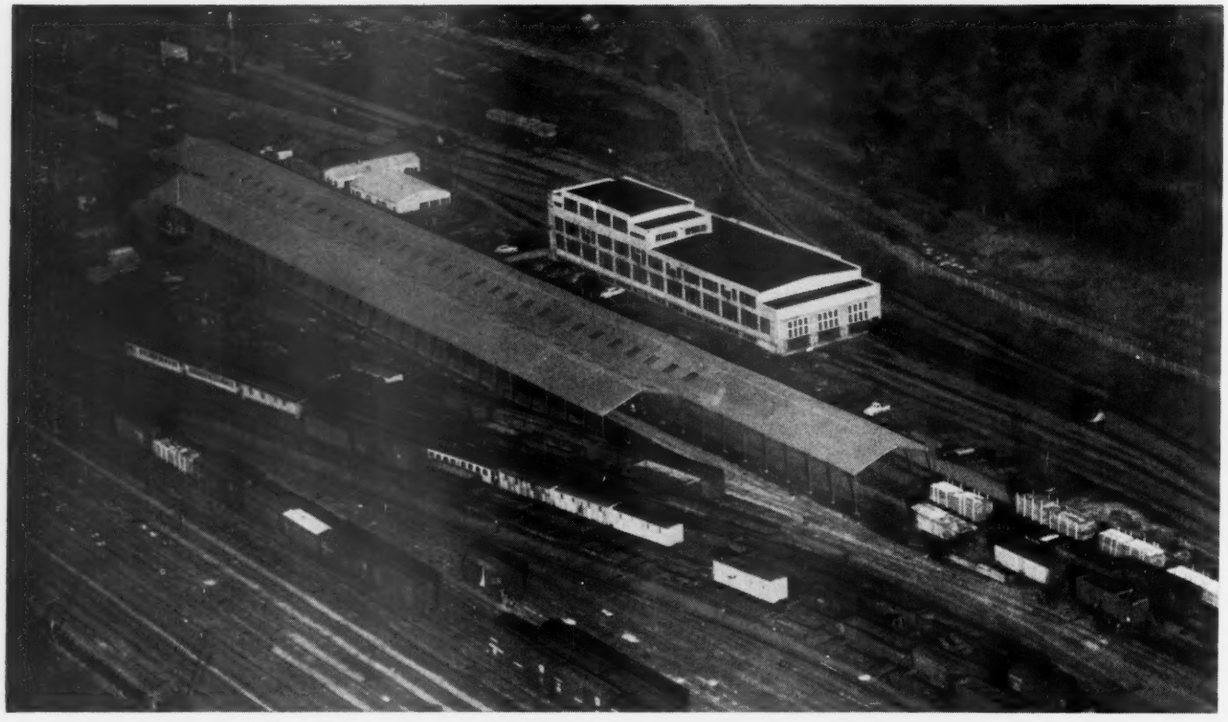
"All I have said heretofore has been what railroads can do. Now let us take a look at what the shipper can do to be of assistance to railroads. I believe every fair-minded industrial traffic manager should take every care to see that the cars returned to the railroad are in a clean condition. Cleaning debris left in cars is costing the railroads millions of dollars annually and is an additional expense that must, of necessity, be reflected in the rates we pay. . . . I believe great care should be given to the packaging of freight to eliminate damage. I am also in favor of strict rules regarding demurrage as I feel that the unnecessary detention of cars on industry tracks contributes not only to your costs but to ours as well. I believe it is the duty of industry to endeavor to load freight cars to capacity, not only for the good of our rail transportation system, but from a selfish standpoint, if you will.

"If we do not utilize our present equipment to its fullest capacity it is not unlikely that we will be confronted with a capacity loading rule similar to the one we had during World War II.

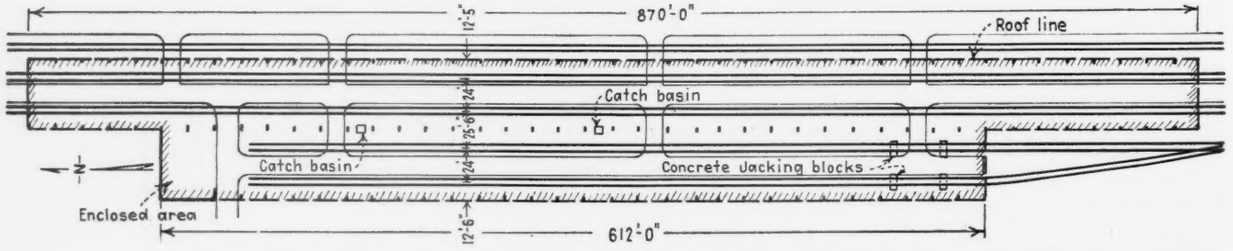
"We should be fair in our requests for rate adjustments and not play the rails against the trucks. I think the value of service should be based on the kind of service performed and on the necessity for the service.

"Shippers can and are making a remarkable contribution to the welfare of our transportation systems through the medium of our various organizations which are striving for a better understanding between the buyers and sellers of transportation . . . and are endeavoring to improve their knowledge of traffic and transportation and also to improve the knowledge and the type of man who will administer industrial traffic management in the future.

"This indicates a willingness on the part of the shippers to improve the situation. Surely, it must be apparent that industrial traffic management is interested in transportation not only for the present but for the future."



The new rip-track shelter, built near the diesel shop (middle background), covers four tracks, two of which are through tracks that can be switched from either end. The enclosed area at the extreme left of the near bay is for blacksmithing.



Plan of the new rip-track shelter near the north end of the yards at Vancouver, Wash.

S.P.&S. Builds Large, Modern Rip-Track Shelter

The Spokane, Portland & Seattle maintains its principal shops and freight yards at Vancouver, Wash., across the Columbia river from Portland, Ore. Here locomotives, freight and passenger cars and other equipment are brought in for major servicing and repairs, including rebuilding and modernizing. To service and repair its diesel equipment, the railroad erected complete new shop buildings in 1949. But modernization never ceases. The road's most recent project at Vancouver is the construction of a four-track rip-track shelter, which was completed and put into service in January 1952 at a cost of more than $200,000.

To be sure, the S.P.&S. had a structure for car repair work in its yard at Vancouver, but there had been such a large increase in the amount of this work to be done that an increase in capacity had become necessary. Since the old structure was of frame construction, had outlived its usefulness, and was of such a nature that expansion was impractical, a new one was decided upon.

After studying different types of construction, it was decided to erect a rigid-frame structure of steel composed of two 50-ft. bays each covering two repair tracks on 24-ft. centers. It was believed that this arrangement would furnish the best all-around space for work of the

The shelter employs the rigid-frame type of construction. Each frame was prefabricated by welding in three separate pieces which were field bolted together during erection.

Standing over 19 ft. to the eaves, the two bays provide ample overhead clearance for working on cars.

Corrugated aluminum roofing was used. Skylight areas consist of panels of translucent plastic sheets. Note separate columns for the rigid frames of each bay.

character carried on along the rip track, with plenty of headroom over box cars.

One bay is 870 ft. long and the two tracks in this bay can be switched from both ends of the building. In the other bay, which is 612 ft. long, the two tracks are stubbed at the west end. The new structure affords 74,100 sq. ft. of covered area as compared with only 17,000 sq. ft. for the one which was demolished.

The entire structure is open from the ground to the eave line with the exception of an area about 40 ft. by 50 ft. which is enclosed with corrugated aluminum siding with steel frame windows. This area is used for blacksmithing purposes. All the roofing is also corrugated aluminum. Skylights were provided in the adjoining roof slopes by substituting sheets of corrugated translucent plastic for alternate roof sheets in a single row of the latter in each slope.

The steel frames, spaced 19 ft. 9 in. apart, were each fabricated in three separate pieces by welding and then field bolted during erection. Each frame was fabricated independently, with a double row of columns being placed along the center where the two bays adjoin. The frames are well braced with crossed rods and knee braces. The columns of the frames are anchored to U-bolts embedded in concrete piers. The piers of each frame are tied together by a steel rod encased in a 6-in. by 8-in. concrete beam. The top of each beam is 7 in. below the tops of the track ties.

From top of rail to the eave line the distance is 19 ft. 4 in. Z-bar steel purlins, extending from frame to frame and carrying the aluminum roofing, are spaced about 4 ft. 3½ in. apart. Roof drainage is handled by gutters and downspouts connected to a series of catch basins and pumps.

Service lines of various kinds have been brought to convenient locations in the shelter. Oxygen and acetylene welding stations are available at 46 columns; some outlets have been doubled to make a total of 55. Compressed-air connections are available at each of the 46 gas-welding stations. Electric welding outlets have been installed along the center row of columns at 11 points, and 20-amp. convenience outlets are spaced 80 ft. apart but staggered on each row of columns. There are 12 underground water hydrants and five drinking fountains, evenly distributed throughout the covered area. Sufficient incandescent lights have been provided for illumination for dark days and at night.

The concrete foundations were constructed by the road's bridge and building forces, and the superstructure, including the rigid steel frames, girts, braces, roof purlins and corrugated aluminum roofing, were furnished and installed by the Soule Steel Company, Portland, Ore.

At some places, especially at New York, interchange of cars takes place across water.

How Car Service Rules Are Used to Promote Freight Car Efficiency

By E. W. COUGHLIN
Manager, Railroad Relations
Car Service Division
Association of American Railroads

In the final analysis, good observance of the car service rules of the Association of American Railroads, and all the economies resulting therefrom, depend upon the knowledge and understanding of those rules possessed by local employees, especially yardmasters, car order clerks, foremen at freight stations, conductors of local freights, and car inspection forces. In the years preceding World War II local railroad officers, with the cooperation of the Car Service Division of the A.A.R., were active in promoting meetings of those classes of railroad employees in order better to acquaint them with the rules and why they should be observed. These meetings met with a great deal of approval from these groups, some of whom expressed, in writing, "a debt of gratitude . . . [for showing] us the problems facing our industry . . . [and offering] us the privilege of helping to solve them."

At these meetings, emphasis was placed upon the fact that more efficient car handling saves money to the railroads as surely as—and much less painfully than—reductions in force or service; that savings in car hire or car movement costs make it possible to stretch a given volume of freight revenues to cover more salaries, material and service. Always, an advance docket, mimeographed and distributed at the start of the meeting, with an attached sheet carrying Car Service Rules 1, 2 and 3, and pertinent comments as to other means of obtaining car efficiency, was found most helpful. Every effort was made in these meetings to provoke active discussion from the floor. In some instances, a "quiz" program was developed, with local employees and officers providing the questions, and a head table of transportation officers, traveling car agents, and Car Service Division personnel giving the answers.

One representative of the C.S.D., as a result of experience gained in some of these meetings, developed a series of remarks and charts which were used in later meetings. Both are reproduced below for the help they may give in understanding—or teaching—the provisions of car service rules. In substantially its original form the presentation is as follows:

Car Service Rules 1, 2 and 3 are the rules most commonly dealt with in actual car selection and handling. They are simple, yet often not fully understood, and all too frequently are not observed to the fullest practicable

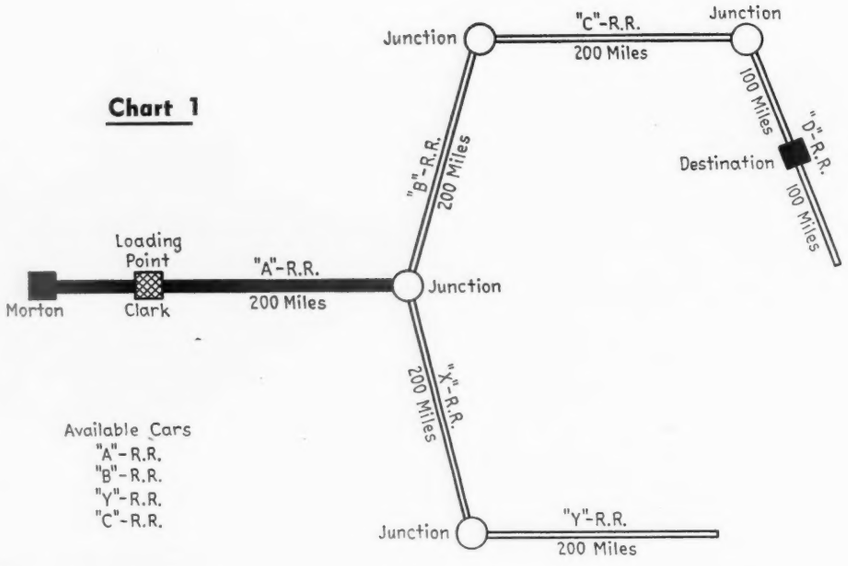
WAYS AND MEANS TO GREATER CAR EFFICIENCY

This is the second of a series of articles by Mr. Coughlin on basic principles and preferred practices in freight car distribution and handling. The first article, "How to Secure Best Observance of Car Service Rules," appeared in the February 11 Railway Age. The next article is scheduled to appear in an April issue.

degree. When car service rules are reasonably observed, they bring about: (1) the best assurance to everyone of satisfactory car supply, and (2) the most economical plan for car handling through saving unnecessary empty mileage, empty movement through terminals, and other operating expense.

Car Service Rule 1 reads: "Home cars shall not be used for the movement of traffic beyond the limits of the home road when the use of other suitable cars under these rules is practicable." A home car is a car actually on the road to which it belongs, more commonly referred to as a system car.

Chart 1



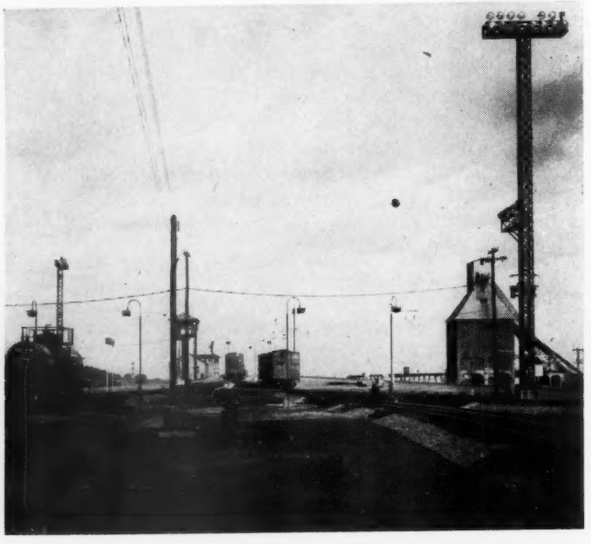
On Chart 1, Road A (the solid line) has freight to be moved from "Clark" to a destination on Road D. A suitable car is required in which to load the freight and send it on its way. A check of equipment on hand shows cars owned by Roads A (system car), B, C and Y. These cars are all equally available and in proper physical condition for the commodity to be loaded. There is not available a car owned by the destination line, road D. Which one of these is the best car? Car "A," a system car, is now on home rails and in accordance with Rule 1 should not be loaded beyond the limits of the home road when other suitable cars are available. Since other suitable cars are available, Road A's car should not be used for the loading.

There are available also cars belonging to Roads B, C and Y. To load the Road B car to destination on Road D, via Road B, would be permissible under Car Service Rule 2 "via any route so that the home road (B) will participate in the freight rate." But when unloaded at destination on Road D this car would be 300 miles from home instead of only 200 miles as at present. Furthermore, it would be a "Rule 3" car on Road D, i.e., a car at home on other than a direct connection. If Road D found it impossible to furnish proper route loading, it might return the car empty to Road C, and if no loading were available on Road C, in accordance with Rule 2, it would go home empty to the owner, Road B, building up a total of 300 empty miles. Obviously, empty mileage should be avoided, if possible.

There is available also a Road Y car, but since the destination on Road D is 700 miles from the owner's rails, as against 400 miles at present, it would be better, even, to load a system car than to send the Road Y car on such a journey. In addition, there would be a violation of the car service rules in loading the Y car for a Road D destination.

All that's left, therefore, is Road C's car. By loading

In moving a car away from the home road or in delivering it to a short line or switching road it should be known definitely that the car is to be loaded to or via the home road.



Much of the good effect on car supply of improved yards and faster over-the-road times of trains can be lost where non-observance of car service rules permits excess empty hauls.

this car Road A would be complying with Car Service Rule 3, for Road C would participate in the freight rate. Furthermore, Road C's is a "Rule 3" car on Road A, i.e., an indirect connection car. Such cars generally are more difficult for the holding road to dispose of than are cars owned by direct connections. Therefore, the loading to Road D of C's car would advance it from the status of a Rule 3 car to Rule 2 car. Then when made empty on Road D, if no proper loading were available, Road D, under Rule 2, would be obligated to return the car, empty, home to Road C, a distance of 100 miles.

It will be noted that at the loading point this car was 400 miles from the owner's rails. This case, incidentally, also illustrates that in loading via the home line it is permissible under the rules to load beyond the limits of the owner's rails. Thus, the use of Road C's car was in accord with the rules, reduced potential empty mileage and advanced the car toward home rails. Certainly this was the best available car to load.

Suppose for the moment that a Road D car also had been available at the loading point. But, instead of using it to load to Road D, the system car was used, either as a result of carelessness or to earn per diem. That happens all too frequently. The Road D car is sent home empty, in parallel movement with the loaded system car, building up 600 empty miles on the Road D car. When the system car is unloaded on Railroad D, in the absence of proper loading opportunity, or under a similar urge to earn per diem, D may return the car empty, 500 miles over other lines and very likely another 200 miles over Road A back to the loading territory.

Of course, when "D" car cleared Road A that line was relieved of paying further per diem to the owner, and while the system car was away from home it earned some per diem. But the other side of the picture shows that the entire cross operation for all roads amounted to about 1,300 empty miles, and the total out-of-pocket cost, figured at the reciprocal rate of five cents per mile, was $65. The empty haulage costs were an absolute loss to all roads involved, while per diem payments mean no economic loss to the railroads as a whole, even though they do mean a definite money loss or gain to individual roads.

Car Service Rule 2

In describing the selection of a car for a certain loading, I have referred briefly to Car Service Rules 2 and 3. It will be well to consider these rules in more detail. Car Service Rule 2 specifies what it is proper to do with cars owned by railroads having direct connection with the home line. In railroad vernacular, such cars are called "Rule 2," or "direct connection," cars. The whole philosophy of this rule is expressed in its opening sentence: "Foreign cars at home on a direct connection must be forwarded to the home road loaded or empty in manner provided," by the rule, which proceeds with more specific directions.

The second paragraph of Rule 2, for example, known generally as the "junction portion of Rule 2," or simply as "Junction Rule 2," is one of the most important provisions in the entire code. Its first sentence reads: "If [cars are] empty at junction with home road and loading at that point via the home road is not available they must, subject to Rule 6, be delivered to it at that junction, unless an exception to the requirements be agreed to by the roads involved."

Chart 2 shows several different types of railroad junctions. An example of just an ordinary direct connection would be the interchange point where Roads A and B cross each other and have interchange tracks one with the other at "Dolton." The big circle (Circleville) represents the switching limits of a large terminal. Within the switching limits Roads A and B have direct physical connection, as do Roads B and C. Carriers A and D do not have physical connection with each other. Neither do A and C. They connect via the belt line or intermediate switching railroad indicated by the dotted line, while Roads A and C have a connection via Road B. Nevertheless, they all are "direct connections" at this terminal under the provisions of the rules. Therefore "Junction Rule 2" should be applied if, for example, there are on Road A, within the switching limits, empty cars owned by Roads B, C and D. (This providing that the car must be moved to the owner loaded or empty.)

How should an employee of Road A dispose of the B car? B's car is at a junction with owner and it could be delivered home empty. However, a load is available to a road haul point on Road B, but routed via Dolton, a junction beyond the Circleville switching limits. Can Road B's car be used for such a load, or must it be returned to the owner at the immediate junction? This particular situation is covered by an interpretation to Rule 2 which says a car, empty at junction with the home road, may be loaded via the home road via any junction point. The use of B's car for this loading is therefore in accordance with the rules. But what about the cars of Roads C and D, with which A does not have a physical connection? Since A publishes in the equipment register the fact that it has a direct connection with Roads C and D at this particular point, via the belt line, it must deliver the cars to, respectively, C and D, loaded or empty, unless, again, it is advantageous to load to these owners via another of its junctions with them.

The second part of the junction provision of Rule 2

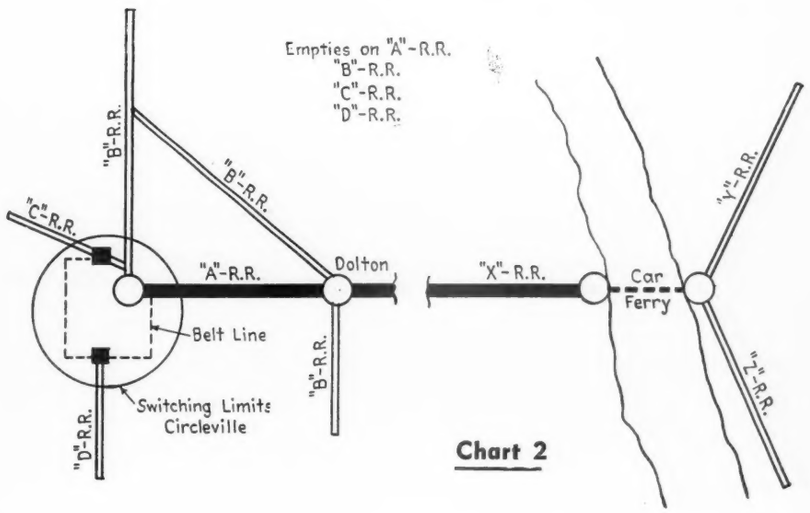


Chart 2

reads: "When holding road has no physical connection with the home road and is obliged to use an intermediate road, or roads, to place the car on home rails under the provisions of this paragraph and the car has record rights to such intermediate road, or roads, it may be so delivered."

To illustrate the application of that provision on Chart 2, suppose Road B loads Road C's car to Road A, delivering it at Circleville. Roads A and C have no physical connection but publish direct connection with each other via the belt. But, Road A not having previously received C car via the belt would probably have to pay the belt an arbitrary charge for handling the car back to C. Under the provisions of the clause of the rule just quoted, Road A may return C's car to B who has a physical connection with C, on record rights, thus avoiding the arbitrary charge on the belt line and B would be obligated to deliver the car loaded or empty to C.

There are several notes to Car Service Rule 2 which are important.

For instance, Note (B) Paragraph 1: "All roads interchanging cars at a common point, or within switching limits over their own lines, or an intermediate line or lines, or a car ferry or float within such limits, shall be considered direct connections under Rule 2." Shown on Chart 2 is an illustration of a direct connection via car ferry or float. The Equipment Register shows that "X" connects at this point with "Y" and "Z" via car ferry or float. Note (B) Paragraph 2 requires that: "This information (direct connections) should be published in the Official Railway Equipment Register, and when the interchange is other than over their own rails, the channel through which the interchange is effected must be shown."

Practical examples of interchange via car ferry or float would be the published connection via float between the New York, New Haven & Hartford, and either the Lehigh Valley, the Central of New Jersey, or the Pennsylvania at Jersey City, N. J. A similar connection is the one between the Chicago & North Western and the Pennsylvania via car ferry at Milwaukee, Wis.

Having dealt at some length with the portion of Rule 2 which directs the handling to be accorded a direct connection car on hand empty at a junction with the home road, it would be well to consider the balance of this rule, still dealing with direct connection cars, which reads: "If empty at other than junction point with the home road, cars under this rule may be (a) Loaded via any route so that the home road will participate in the freight rate." Under the provisions of this paragraph, therefore, Road A (see Chart 3) is perfectly observing the car service rules when it loads a Road B car to destination on Road B; or loads a B car to a point on Road B *via carriers C and D;* or loads a B car to a point on D *via B.*

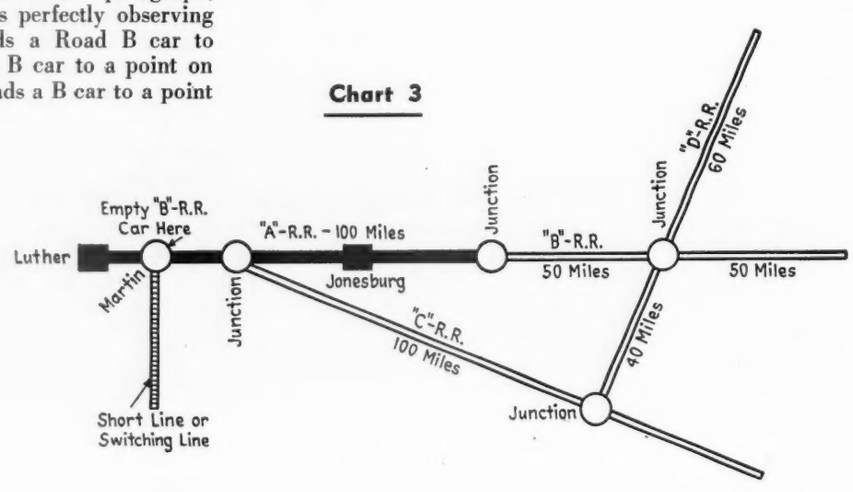
Paragraph (b) (1) of Rule 2 provides that a car "may be moved locally in the direction of the home road." The word "moved" in Rules 2 and 3 means that the car may be either loaded or empty when moved, while "locally" means on the rails of the road on which the car is located. Thus a car owned by Railroad B might be loaded on Road A from "Martin" to "Jonesburg," or moved empty from Martin to Jonesburg. While not specifically so stated in the rules, the assumption is the empty movement to Jonesburg would be to find loading at Jonesburg to or via the owner's rails, although it might be merely a part of the movement necessary to get the car home empty.

Paragraph (b) (2) of Rule 2 states that, a car, "when located in other than a home district or a district contiguous thereto, [may be] loaded via any route to a destination within or in the direction of a home district or to a destination within a district contiguous thereto (see note D)." Note D reads, " 'Home district', and other districts as used in Rule 2 (b) (2) are defined as those designated in Car Selection Chart, issued by the Car Service Division, as published in the current issue of the Railway Equipment Register." This chart is also published in the A.A.R. Operating-Transportation Division circular carrying the Code of Car Service Rules. This paragraph and note, which became effective January 1, 1949, represent the only material change made in the Code of Car Service Rules for many years. They considerably liberalize the loading which can be given by a road to a car owned by a direct connection, when the car is a considerable distance from the owner. Also, for the first time they made the Car Selection Chart an official adjunct to the Code of Car Service Rules.

For example, there were at a Chicago, Milwaukee, St. Paul & Pacific station in Washington empty New York Central and C.M.St.P.&P. box cars. No other cars were reasonably available. This station is 2,161 miles from the Milwaukee's nearest connection with the N.Y.C. in the Chicago area. Two cars were needed for loading—one to a destination on the Chesapeake & Ohio in Michigan, only 26 miles from a connection with the N.Y.C. and 282 miles east of Chicago—right in the heart of N.Y.C. territory. The other loading was to a local Milwaukee station in Washington, only 40 miles east of the loading station.

The N.Y.C. car was selected for loading to the Michigan point, while the system car was loaded east 40 miles on home rails. Under the old Rule 2 the N.Y.C. loading would necessarily be charged as a violation of car service rules, since it was not loaded to or via or locally toward owner's rails. The Milwaukee could have avoided being charged with a violation by loading the N.Y.C. car only 40 miles eastward on its own rails, still leaving it over 2,100 miles from New York Central rails.

Chart 3



and using the system car to the Michigan destination, putting it 282 miles away from its own rails. Obviously, however, the loadings made were the preferable ones and were in accord with the *principles* of car service rules, and according to the Car Selection Chart, excellent car handling. The January 1949 change in Car Service Rule 2 makes this handling in accordance with the provisions of the rule.

The old Rule 2 also produced some inconsistencies in paragraph (b) (1). To illustrate, a Kansas City Southern car quite properly could have been loaded from Los Angeles to Kansas City, 2,273 miles locally on the Atchison, Topeka & Santa Fe, but if the loading took it 10 miles further to Independence, Mo., via the Missouri Pacific at Kansas City, there was a violation of the rules.

Under the new paragraph (b) (2) of Rule 2 these difficulties largely disappear on direct connection cars located a long distance from the junction between the holding line and the owner. Still the principle is preserved that a direct connection car located within a reasonable distance from the junction with the owner (in a home district or a district contiguous thereto), shall be loaded only to or via the owner, or returned to the owner empty.

Switching Roads Involved

Paragraph (c) of Rule 2 provides that, if a car is empty at other than junction points with the home road, it may be "moved locally in an opposite direction from the home road, or delivered to a short line or a switching road *if* to be loaded for delivery on or movement via the home road." Under this paragraph it is important to remember that in hauling the car in an opposite direction from home or in delivering to a short line or switching road it should be known definitely that the car is to be loaded to or via the home road. Under this provision it would be proper (see Chart 3) for Road A to move the Road B car from Martin to Luther, or to deliver it at Martin to the short or switching road for loading to or via Road B.

Save in those rare cases where Car Service Rule 6 has been invoked, the cars of a connecting line "may be delivered empty to home road at any junction point (Paragraph (d), Rule 2)." Suppose that Carrier A is holding, at the loading point shown on Chart 4, an empty car belonging to Road B. The car may have come to Railroad A through "X" junction. Having need for a car to load to Jensen, and no proper car available, A loads the B car, in violation of Paragraph (c) of Rule 2.

After the car is unloaded at Jensen, it may under Paragraph (d), if no loading is available, be delivered to Road B at Junction "Y," a distance of only 145 miles, rather than junction "X," a distance of 170 miles, unless B has invoked Car Service Rule 6 and thereby prevents such delivery through the nearest junction with owner.

The average yardmaster, yard clerk or agent need not concern himself greatly with Rule 6. Its occasional invocation is a matter which should be handled by the transportation officers of the lines involved. Transportation officers should inform local car handling forces as to any such invocation and any modified car handling necessitated by it. However, it is well for all personnel handling cars to understand this rule.

Observance of car service rules prevents much crosshauling of empties, thus saving the railroads large amounts of money.

Rule 6 might be applied in a situation such as the following: At the loading point on Road A (Chart 4)—assume it is a coal mine operation—there is regular loading requiring use of a particular type of equipment—

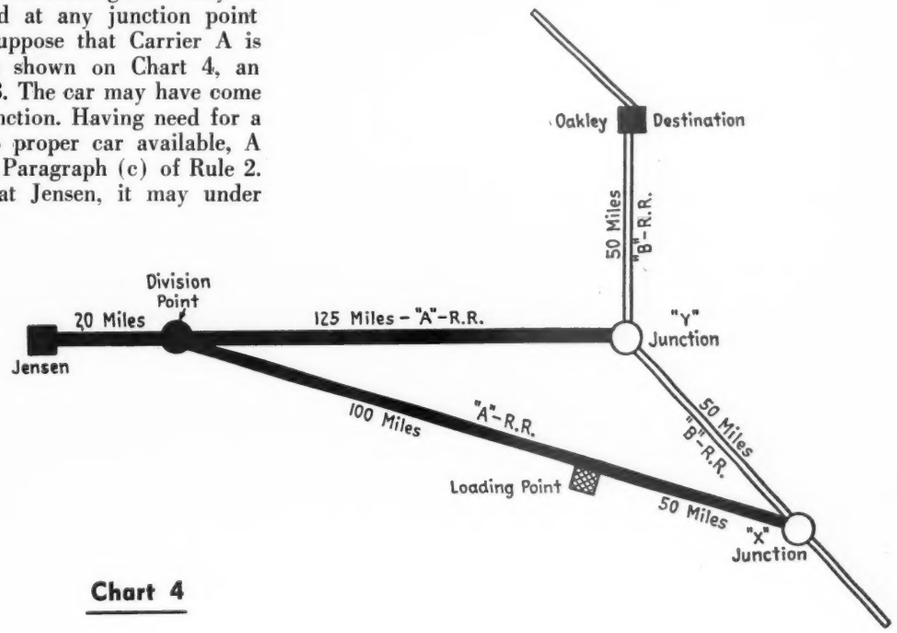
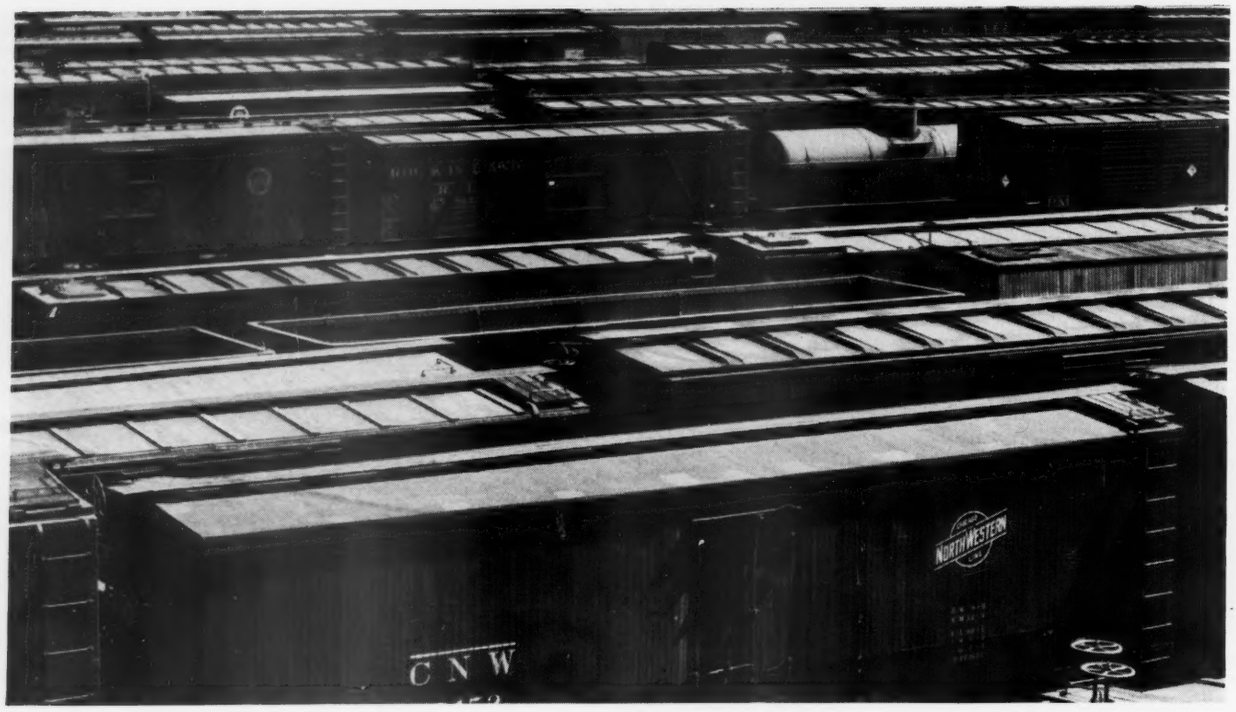


Chart 4



"In loading via the home line it is permissible under the car service rules to load beyond the limits of the owner's rails."

open tops. The loads move over Line A 50 miles to junction "X" with Road B, thence via that road 100 miles to Oakley, where they are unloaded and the empty cars are to be returned to owner, since there are no available loadings for this particular class of car. Under Rule 2, paragraph (d), they may be returned at any junction point. In this case they would have to be moved only 50 miles to the nearest junction "Y." This would mean that Road A would have to haul the cars empty 125 miles to the division point, plus another 100 miles to the loading point. Obviously, this would work a hardship on Road A, and in order to work out a more equitable solution A may invoke the provisions of Rule 6 and force B to return an equivalent number of its cars *of that particular type* through junction "X."

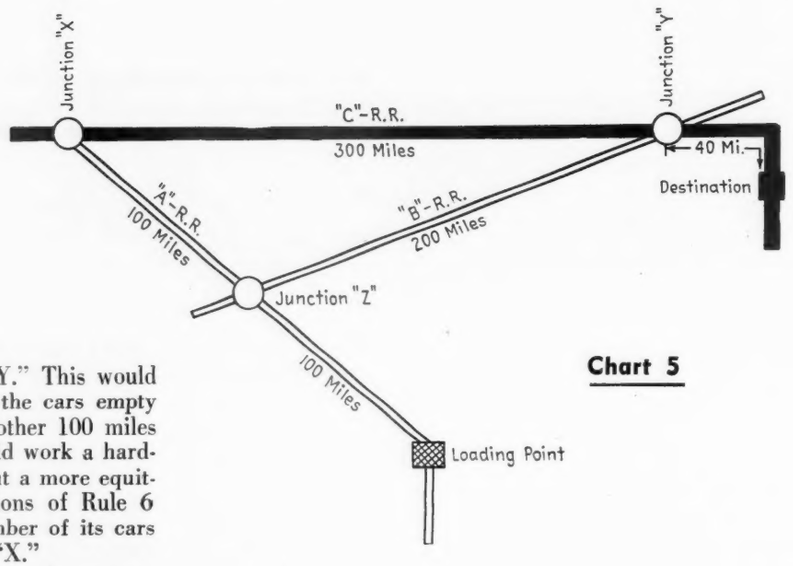


Chart 5

Paragraph (e) of Rule 2 states simply that empty cars held at other than a junction with the owner road "may be delivered empty to road from which originally received under load at the junction where received if such road is also a direct connection of the home road."

An illustration of this portion of Rule 2 is shown on Chart 5. In this instance Road A loads and routes a system car via Carrier B destined to a point on Road C, 40 miles beyond C's connection with B at junction "Y." Both B and C have connections with A. Road C, if unable to furnish a proper load, would have to haul A's car 340 miles to deliver it to its owner, while the haul to Road B, from which C received the loaded car, is only 40 miles. Under this provision of Rule 2 Railroad C is privileged to return the car empty to B at junction "Y."

Paragraph (f), the last of the provisions of Rule 2, says that cars owned by direct connections "may be returned empty to the delivering road when handled in switching service."

This seems largely self-explanatory. It simply means that if a road receives a direct connection car from another road, and enjoys only a switch movement, the carrier unloading in switch service is not required to haul the car to the owner's rails, perhaps several hundred miles distant. Instead, it can return the car to the line

which delivered it, even though that road may not have a direct connection with the owner.

Car Service Rule 3 tells the railroad man what it is proper to do with cars owned by a road with which his railroad does not have a direct connection. Fortunately, this rule is much shorter and less complicated than Rule 2. Moreover, the philosophy of this rule is generally the same as that of Rule 2, that is, that the cars must go to the owners, loaded or empty.

In order to understand better the provisions of Rule 3, the reader may refer again to Chart 1 and again assume that he is employed by Road A. (Cars of "other than direct connections" or "Rule 3 cars" would be cars owned by Roads C, D, and Y, in this case.)

Paragraph (a) of Rule 3 provides that indirect connection cars "may be loaded via any route so that the home road will participate in the freight rate." (This was covered in the Rule 2 discussion.) Paragraph (b) states that indirect connection cars may be loaded in the direction of the home road. Knowledge of the geographical location of various railroads should make this easy, and the Car Selection Charts available from the A.A.R. Car Service Division will be most helpful.

Paragraph (c) provides that an indirect connection car "may be moved locally in an opposite direction from the home road, or delivered to a short line or a switching road, if to be loaded for delivery on or movement via the home road, or to a point in the direction of the home road, beyond the road on which the car is located." This part of the rule is essentially the same as was illustrated in connection with Rule 2 (c), except that in the case of the indirect connection car the loading definitely in sight not only may be to or via the home road, but may be also "to a point in the direction of the home road, beyond the road on which the car is located." If Carrier A (Chart 1) is holding at Clark a car owned by Road D, A may move it loaded or empty to Morton, or deliver it to a short line or switching road for loading to points on Road B or C.

Reading Paragraph (d) one finds that "Rule 3" cars "may be delivered empty to the road from which originally received at the junction where received if it is impracticable to dispose of them under Paragraphs (a), (b) or (c) of this rule." To illustrate this provision, assume that Railroad C is holding a Y car which was received under load from Carrier D. C has no available proper route loading, and being unable or unwilling to short-route to Y, may deliver the car back empty to D, the road from which originally received, at the junction where received.

This portion of Rule 3 can and does in some instances produce rather unfortunate results in building up retrograde movements and empty mileage. It has been under considerable attack in recent years, but no satisfactory modification has yet been found. Generally, where disposing of a car under Paragraph (d) of Rule 3 will mean movement away from the owner's rails, it should be so handled only as a last resort, after all efforts to find loading to or toward owners—or to short-route to owner's rails—have failed.

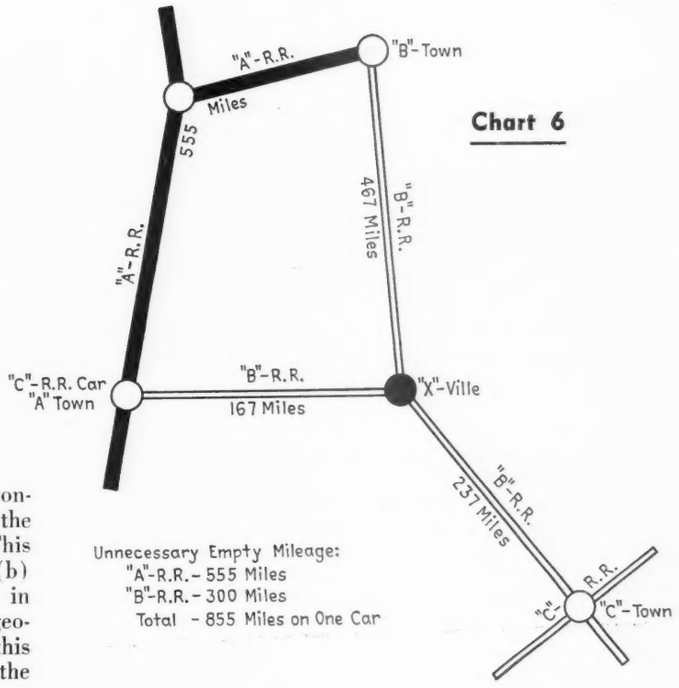


Chart 6

Unnecessary Empty Mileage:
"A"-R.R.-555 Miles
"B"-R.R.-300 Miles
Total -855 Miles on One Car

Chart 6 represents the actual handling of a certain car. Mileage figures are identical with the actual movements, but names of actual railroads have been deleted.

Road A, at A town, had a C railroad car empty—a Rule 3 car for Road A. The home route card showed the car had previously been received from Road B, at B town, 555 miles distant. Road A also has a direct connection with B road at A town. Loading was not available and A hauled the car empty to B railroad at B town, 555 miles—because the home route card showed the car was originally received at that point. Road B had to haul the car 704 empty miles to its junction with C because it, too, had no loading available for C's car.

While the car was on Road A at A town, where there was also a direct connection with Road B, if a proper route load was not available, Road A should have explored the possibilities for short-routing the car by tele-

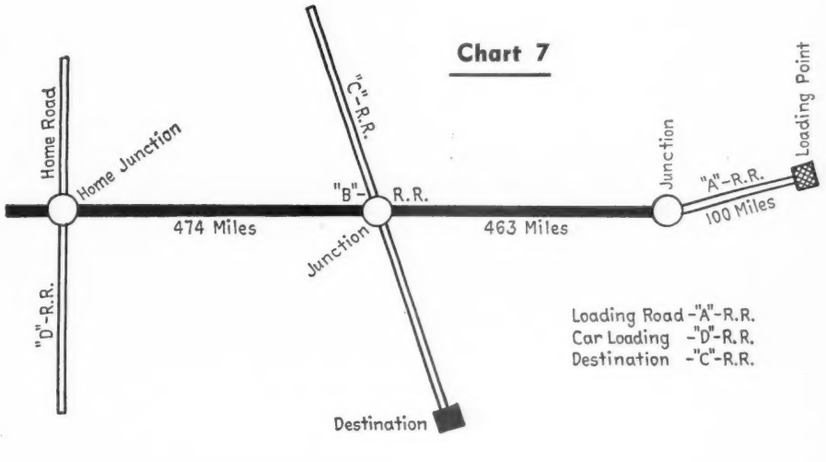


Chart 7

phoning or telegraphing B to see if that line would agree to take the car at A town instead of B town. No doubt it would have been willing to do so, to eliminate hauling 300 extra empty miles on its own line. This also would have saved 555 empty miles on Road A. Instead, the car was hauled empty in circuitous home route movement, a total of 855 unnecessary empty miles. Figured at the reciprocal rate of 5 cents per mile, such handling would cost $42.75 more than the direct movement.

Let us go further and assume that A's connection at A town was some other railroad than B (between A town and X ville). The possibilities for short routing still would have been present through an arrangement for reciprocal trading on a mile-for-mile or car-for-car basis. This is an excellent example of excessive empty mileage built up by injudicious disposition of cars under Paragraph (d) of Car Service Rule 3.

Chart 7 illustrates another example of mishandling and resultant unnecessary expense and delay. Road A, at the loading point shown, loads Road D's car, a Rule 3 ownership (indirect connection), via Roads B and C to destination on carrier C. Both B and C are direct connections of D, with B and D connecting at "Home Junction," while C and D connect some distance beyond the limits of the chart. When the car arrived at destination it had moved loaded 563 miles in the direction of home. When empty on C, there was no loading available and, in accordance with Paragraph (e) of Rule 2, C returned the car empty to B.

It was then B's obligation, under Rule 2, to keep the car going to or via the owning line. Instead, B violated the rules and back-hauled the car empty 463 miles in the opposite direction from the home road and delivered it to A, an indirect connection. All this after having the car approximately half way home. A was in error in accepting the car empty from B.

Letters from Our Readers . . .

Importance of Rest

To the Editor:

In reports in *Railway Age* of Interstate Commerce Commission accident investigations I find no real probing into how men most involved spend the hours prior to the start of the run. I believe this period of time has a very definite bearing on a considerable number of collisions.

It would be very interesting to delve into the habits of those operating trains to learn just how many commute for miles and hours from home to work, how many spent the days in gardening and working around their homes before starting on a night run; how many are involved in farming or some other private business in addition to their occupation of being enginemen and trainmen. Of course, each man signs up before going on duty stating the number of hours rest he has had since his last trip, but does this actually serve the purpose, or can it be enforced? Regulations require that a man be relieved after 16 hours on duty, but it is of equal importance that the same man be in top condition before he starts his run.

Division officers who are on 24-hour call are required to live within easy reach and to be available at all times. A similar restriction on train service employees ordered by the I.C.C. would, I believe, go far to eliminate man failures. A penalty for falsification of the rest hours would also help, for investigation into the hours before going on duty could bring out in a number of cases, I believe, where the particular individual had probably been up all day before he began his work, thereby reaching his 16 hours without sleep long before the actual 16 hours train service was up. At present a man can commute as far as he desires providing he can get to work on time and all he has to do is write in the number of hours off duty before signing up.

Assistant Engineer

"Afraid of Being Fired"

To the Editor:

As one reader reaction to the anonymous letter on page 42 of the January 28 *Railway Age*, I can't seem to follow the pattern of the writer's thinking. He laments that subordinate employees have climbed to a position of self-respect and now meet management on equal ground. Isn't this more healthy than the resentful servility of yesterday?

An able management, which understands human nature, can handle its personnel matters without fear, and without wishing subordinates were afraid. Even in those old days many representatives of management neither intimidated employees nor expected their humble salute which he mentions as having been a symbol of respect. In contrast, there are still some bosses who can handle men only by bullying.

Years ago there was a greater class separation — the separation of bosses from men. Workers bowed to and "respected" (and often hated) management. A class hatred, which spawned labor's strength today, was the result.

People resent being bullied. Resent being humbled. Resent a master.

Psychologists know that men will respond better, with more alacrity and more genuine respect, to bosses who meet them as equals. They admire the bosses who can discuss mutual problems with them as men-to-men.

In a democracy, in civilian life, why should anyone demand obeisance? Men will cooperate with men, while they will only fear, and hate, a master.

L. W. Moody

Says Retirement Board Penalizes Thrift

To the Editor:

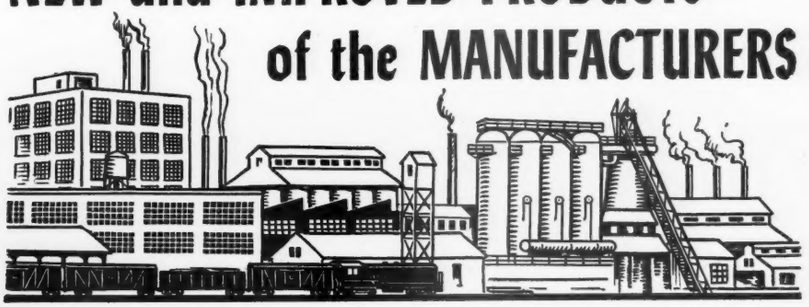
In the January 14 *Railway Age*, page 136, is a news item regarding Railroad Retirement Act Amendments, Public Law 234, which does not cover the whole story, particularly what appears to me to be a gross injustice in the new set-up. The retirement rules under which I retired in 1948 provided that a retired employee might engage in other than railroad employment without affecting his railroad pension. Since retirement, I have engaged in some other employment which is covered by the Social Security Act and have paid the wage tax required by this law. Other railroad pensioners in my age class who have not engaged in Social Security employment have received an increase in their railroad annuity, effective November 1, 1951, but I have not, and am now informed by a representative of the Railroad Retirement Board that my railroad annuity is to be *reduced* by the amount of Social Security benefits accruing from my employment since retirement. With the dollar shrinking in value, this action penalizing thrift is particularly gratuitous.

The right of Congress and the Retirement Board to change the rules governing future retirements is beyond question, and doubtless many changes may be required. But the rules in effect in 1948 constitute a contract of annuity insurance between men retiring in that year and the board, and not subject to change during the lifetime of the annuitant. Any insurance company with two annuity contracts in effect would be violently assailed if it attempted to annul one of them on any grounds. If Retirement Board contracts can be altered in this manner, what "security" will there be for retired veterans in the future?

Cannot the *Railway Age* inform its readers on this situation? It looks like a condition which should be aired promptly and thoroughly.

Retired Railroader

NEW and IMPROVED PRODUCTS of the MANUFACTURERS



Reflector Type Mercury Lamps

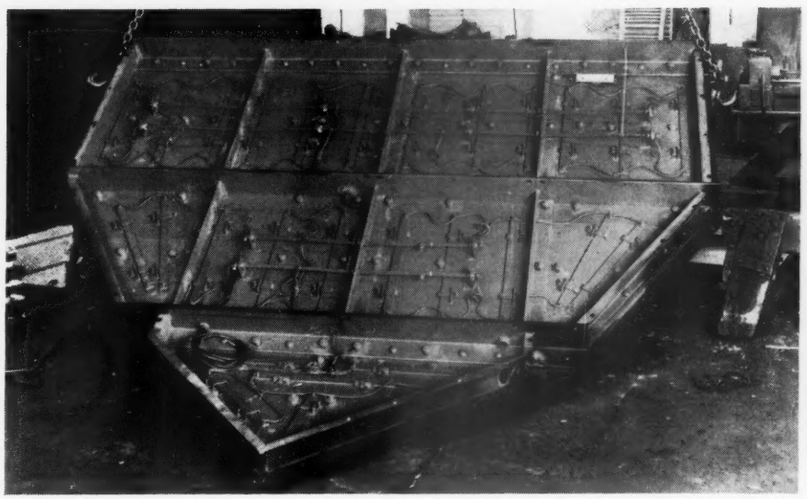
The General Electric's Lamp Division, Nela Park, Ohio, has announced two new mercury lamps for general lighting service which have reflectors built into the bulb. Their chief advantage over previous mercury lamps is that they ordinarily will need no cleaning or other maintenance throughout their lives.

The lamps are intended for industrial use, especially in such dirty areas as foundries, welding shops, and other locations in which the collection of dirt and grime normally causes severe reductions in light levels. They are seen as having special advantages in areas where lamps can be reached for maintenance only with difficulty. They also offer a lighting solution where existing fixtures have depreciated badly. Both lamps employ a high-efficiency internal reflecting surface, which is not subject to depreciation, and provides controlled diffusion of light through the bottom portion of the bulb.

The lamps are produced in the 400-watt size. Housed in the R-52 bulb, which is 11¾ in. long, and 6½ in. in diameter at the face, where the light is emitted, they have a life rating of 3,000 hours at 5 hours per burning start, and 4,000 hours at 10 hours per start.

One lamp, the H400-R1, generates light of the regular mercury color. It has a lumen output of 14,500. The other lamp, the H400-RC1, is physically the same except for a coating of phosphor on the inside face of the outer bulb. This improves the color quality of the light, particularly in its effect upon the human complexion, and helps smooth out the light beam. The lamp has an output of 10,000 lumens.

The new mercury lamps are companions to the R-52, 500- and 750-watt reflector high-bay filament lamps introduced a year ago, and are expected to be used with them in many installations. The R-52 lamps give substantially even illumination when the space between units is not greater than the height at which they are mounted. The bulbs should be shielded against falling water, and for best performance should not be touched by accessory equipment.



Strip Heaters For Ore Cars

The Atlas Car & Manufacturing Co. now installs a lacework of strip heaters under the floor of its 60-ton, bottom dump ore-transfer cars as a means of keeping ore from freezing and sticking to the interior of the cars during winter months.

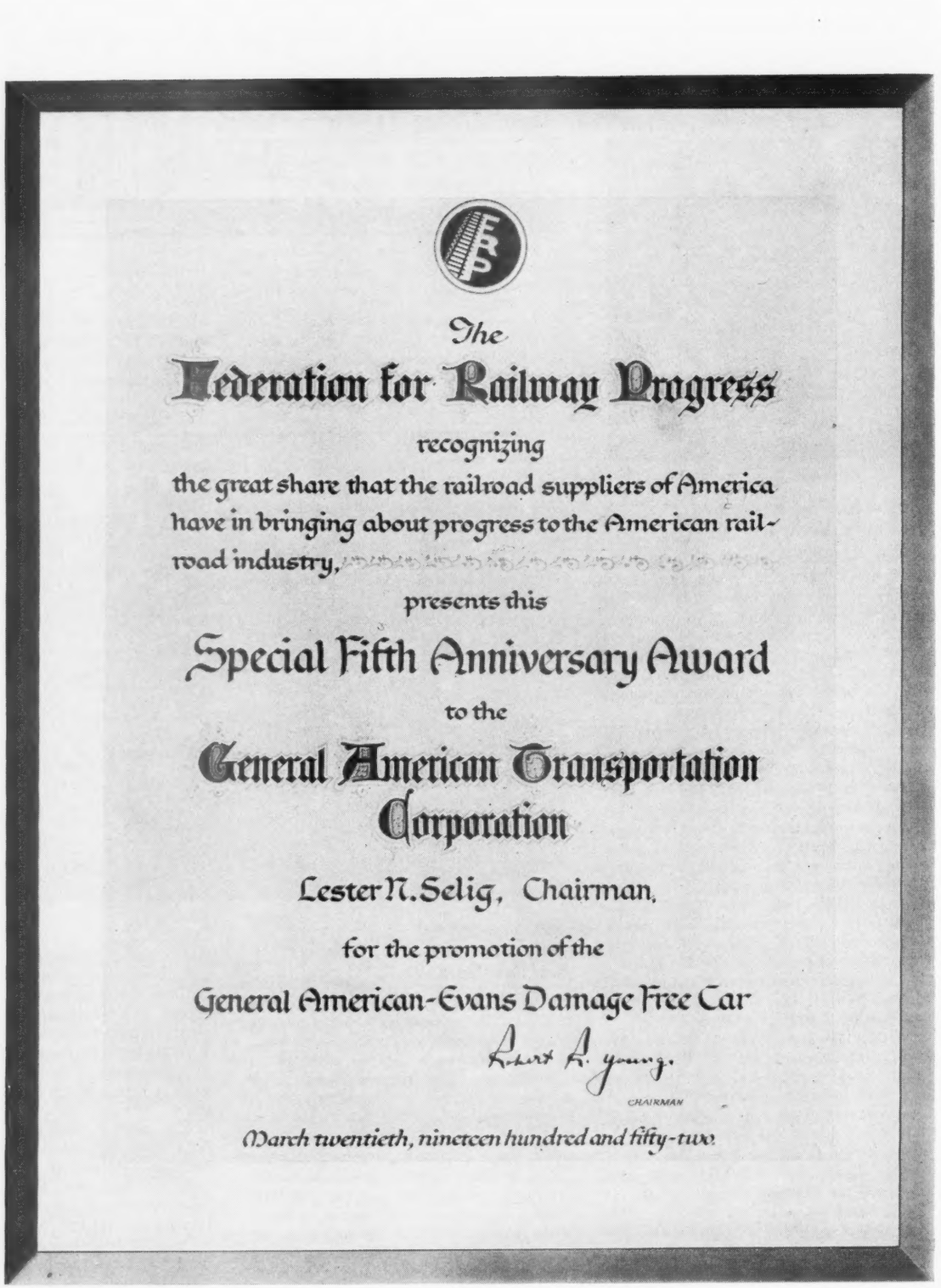
The cars, manufactured by the Cleveland, Ohio, firm, are used for filling the bins on blast furnace high lines. Because these bin-filling cars are generally loaded by buckets, the operation takes enough time to allow the ore to freeze in the inside of the cars during winter months. This makes dumping difficult.

Before the Atlas Company started equipping its cars with General Electric strip heaters, it was common practice to prevent freezing by putting a quantity of burning coke in the bottom of the hopper before loading it.

The heaters are clamped directly to the hopper plates in a manner which allows for expansion and contraction, and also makes individual units easy to replace. Each group of heaters is connected to a fused safety switch at the control panel to facilitate maintenance. To transfer a maximum amount of heat by conduction to the hopper plates, the heaters are clamped directly to the plates.

The heaters, moreover, are enclosed in a steel cabinet with a thermal insulation fastened to the inside of the cabinet's surface. This prevents undue heat loss from the other side of the heaters so that the loss of heat by convection to the surrounding air is also used to warm the hoppers.

To avoid unnecessary use of the heaters and to conserve power, a G.E. heavy duty industrial thermostat is adjusted to cut off power to the heaters when they are not needed. The heaters can be disconnected manually by means of a switch in the coil of the heater contactors.



The
Federation for Railway Progress
recognizing
the great share that the railroad suppliers of America have in bringing about progress to the American railroad industry,
presents this
Special Fifth Anniversary Award
to the
General American Transportation Corporation
Lester N. Selig, Chairman,
for the promotion of the
General American-Evans Damage Free Car
Robert A. Young
CHAIRMAN
March twentieth, nineteen hundred and fifty-two

SUPPLY TRADE

General American's Net Income Was $6,329,977

Gross income of the General American Transportation Corporation and subsidiaries in 1951 totaled $119,284,679, including $61,048,114 from services and $58,236,565 from manufacturing, according to the recently released annual report. Gross income in 1950 from services and manufacturing amounted, respectively, to $52,254,042 and $35,432,450. Net profit last year was $6,329,977, compared with $5,841,930 in 1950.

The volume of car leasing, by far the company's major activity, increased in 1951, Sam Laud, president, said in the report, and contracts already entered into assure continued substantial growth in 1952. "Term leases on our car equipment and storage facilities, together with the employment of these facilities in basic industry—chiefly food, petroleum and chemicals, where volume holds up through bad times—give our leasing business an unusual degree of stability," he added. "Furthermore, we have good reason for expecting our leasing to grow. We have approximately 4,000 cars to build for our own lines. . . all of them contracted for under long leases which will add substantially to General American lease revenue."

Manufacturing operations last year were badly hampered by shortages of materials, Mr. Laud said, and, except for motor coach building, the firm has a sizable backlog of orders in all its diversified manufacturing lines. Orders already on the books for railroad cars for General American's own fleet, as well as for sale to others, will carry the firm's carbuilding activities into 1953. Total manufacturing backlog on January 1, 1952, was $105,000,000.

Baldwin 1951 Sales Totaled $197,690,658

Sales of the Baldwin-Lima-Hamilton Corporation and its wholly owned subsidiaries totaled $197,690,658 in 1951, compared with $94,386,752 in the preceding year, according to the firm's annual report. Net profit was $4,585,196, compared with $4,471,930 (including a special credit of $800,000 in 1950 representing an unrequired provision for taxes on income of previous years). About 45 per cent of 1951 net sales were of locomotives and locomotive parts, and substantially all locomotives sold were of the diesel type, the report said.

Unfilled orders for the consolidated company at the end of 1951 amounted to $288,387,843, compared with $121,394,299 on January 1, 1951, the report added. Because of "lack of a sustained demand [for steam locomotives] of satisfactory volume," it said, "it is likely that our future production in this field will be limited to spare parts."

Bogue Electric Forms Railway Equipment Division

Formation of the Bogue Railway Equipment division has been announced by officials of the Bogue Electric Manufacturing Company, 52 Iowa avenue, Paterson, N. J.

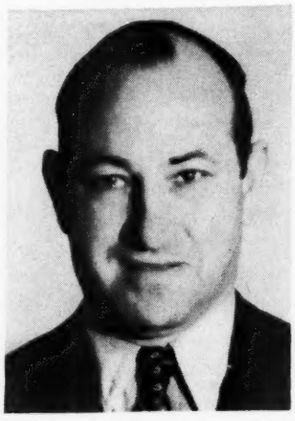
Several new products designed specifically for railroad applications will be marketed by the new division. In the railway car lighting field, the company will produce axle generators for passenger cars, rotary converters and motor generators for converting direct current to alternating current, engine-driven car lighting generators, voltage regulators and electric power distribution panels. Several types of automatic battery chargers also will be offered including units which may be permanently mounted under railway passenger cars as well as portable battery chargers for use at yards and terminals.

For railroad communication and signaling applications, the division will distribute selenium rectifiers, power supply units and point-to-point radio communications equipment. The line will include "packaged" electric power systems for installation on railroad cabooses for powering radio communications equipment.

C. M. Hursh, who has been appointed sales engineer of the Union Switch & Signal Division of Westinghouse Air Brake Company, with headquarters at Chicago.

General Steel Castings 1951 Net Was $2,352,333

Net profit of the General Steel Castings Corporation last year was $2,352,333, compared with $2,038,187 in 1950, according to the recently released annual report. The firm's Commonwealth and Eddystone plants "are operating at capacity," Charles P. Whitehead, president, said in the report, "and should continue to do so throughout the



John F. Runge (left), has been appointed manager of the railroad sales division, New York district, of the Safety Car Heating & Lighting Co., at New York; Charles E. Hughes (center), has been appointed manager of the railroad sales division, New England district, in New Haven, Conn.; K. T. Benninger (right), has been appointed sales representative, with headquarters in the Chicago district office. Wade M. Wilkes, formerly manager of railroad sales for the northeastern district, at New York, has been appointed manager of the marine and commercial division.

Carl D. Franks, vice-president—promotion of the Portland Cement Association, who has been appointed to the newly created position of executive vice-president at Chicago.

year. Our production will be approximately 40 per cent cast armor, and the balance will be for a number of industries which are essential to defense, including the railroads."

James W. Ramsey, formerly staff assistant to the president of the **American Steel & Wire** division of the **United States Steel Corporation,** has been appointed assistant to the general traffic manager for the division.

V. J. Scarola, formerly in charge of the New York office of the **Tapecoat Company,** Evanston, Ill., has been appointed manager of sales, with headquarters at Evanston. Other appointees to serve with Mr. Scarola include **Burt Schmidt,** mid-west sales and service; **Jack O'Brien,** western sales, with headquarters at Denver; and **Louis Zito,** eastern sales, with headquarters in New York.

The **Bacharach Industrial Instrument Company,** Pittsburgh, has purchased all inventories and production facilities of the **Curtis & Smith Manufacturing Co.,** of Pottstown, Pa. Bacharach will continue to produce all service tools previously manufactured by Curtiss & Smith, including tools and equipment for servicing Cummins diesels and GM Detroit diesels.

ORGANIZATIONS

The **Great Lakes Regional Advisory Board** will hold its 29th annual and 80th regular meeting in the Hotel Commodore Perry, Toledo, on March 25 and 26. A special perfect shipping campaign meeting will be held at 7:30 p.m., March 25. E. J. Kraska, canned goods specialist of the A.A.R.'s Freight Claim Division, and W. B. Watson, general traffic manager of the H. J. Heinz Company of Canada, will be the principal speakers. The program also will include an open forum and motion pictures. Following the general board meeting on March 26, Asa S. Knowles, president of the University of Toledo, will speak at a special luncheon co-sponsored by the **Toledo Chamber of Commerce** and the **Toledo Transportation Club.**

The **Transportation Club of Louisville** will hold a "Forum Meeting" on March 26 at which C. Yager DuPont, manager of the Universal Carloading & Distributing Co., will speak on "International Trade." The meeting will be held in the Kentucky Hotel, and will be preceded by a dinner at 6:30 p.m.

A. M. Proctor, industrial designer for the American Car & Foundry Co., will be guest speaker at the next meeting of **Railroad Enthusiasts, Inc.,** New York division, to be held on March 26, 8 p.m., in Grand Central Terminal. Mr. Proctor's address will be on "Modern Railroad Passenger Car Design."

The **Traffic Club of New York** will hold a forum luncheon on March 25, in the Hotel Commodore. Hon. John W. Bricker, United States Senator from Ohio, will talk on "A Return to a Sound Transportation Policy."

EQUIPMENT AND SUPPLIES

FREIGHT CARS

The **Orinoco Mining Company,** a subsidiary of the United States Steel Corporation, has ordered from the Magor Car Export Corporation 560 100-ton gondola-type ore cars and 66 miscellaneous cars. These cars will be used to transport iron ore, from new mines which Orinoco is developing in Venezuela, to transshipment points for ocean transportation to the United States. (*Railway Age,* January 28, page 56.)

The **Transportation Corps** has rejected all bids for construction of 204 80-ton flat cars and 386 10,000-gal. petroleum tank cars (*Railway Age,* December 3, 1951, page 100, and December 17, 1951, page 72). Only one bid was received on the tank cars and it was rejected because it contained an "unlimited escalation" clause. Bids on the flat cars were dismissed generally for the same reason, although one was rejected because the price was "too high." "It is considered to be in the interests of the government to reject all bids and negotiate [for these cars]," the T.C. said.

The **Western Pacific** has ordered 100 70-ton mill-type gondola cars from the Greenville Steel Car Corporation at an estimated cost of $761,000. Delivery of the cars, which are to be equipped with roller bearings, is expected in the fourth quarter of 1952. The road's intention to purchase these cars was reported in *Railway Age* of March 3, page 81.

LOCOMOTIVES

The **Orinoco Mining Company,** a subsidiary of the United States Steel Corporation, has ordered from the Baldwin - Lima - Hamilton Corporation nine 1,600-hp., 180-ton diesel-electric road-switching units, for use on the railroad which Orinoco is currently building to develop iron mines in Venezuela. (*Railway Age,* January 28, page 56.)

The **Transportation Corps** has requested bids for construction of nine standard-gage diesel-electric locomotive units. Bids will be opened April 10. Eight of the units will be 80-ton and one will be 120-ton. Six units, including the 120-ton unit, are for the Navy and the other three are for the Marine Corps.

PASSENGER CARS

The **Grand Trunk Western** has ordered five coaches from the Pullman-Standard Car Manufacturing Company at a cost of $119,800 each. Delivery is expected next September.

The **Long Island** has ordered 20 single-deck multiple-unit passenger cars from the Pullman-Standard Car Manufacturing Company at an approximate cost of $2,200,000. The road's request for bids on this equipment was reported in *Railway Age* September 10, 1951, page 62. Samples of possible seat arrangements and color schemes being worked out by Howard Ketcham, industrial designer (*Railway Age,* March 3, page 78), will be on public display for inspection and vote by the L.I.'s commuters within a few weeks, William Wyer, trustee, said.

"Under the contract with the manufacturer [of these cars] we can later increase the number of cars ordered and obtain the benefit of quantity price on the entire order, if our studies now under way indicate that this is desirable," Mr. Wyer added. "These studies will either recommend purchase of additional new cars or extensive rehabilitation of existing equipment."

SIGNALING

The **Chesapeake & Ohio** has ordered from Union Switch & Signal Division of Westinghouse Air Brake Company material to install centralized traffic control on 60 miles of single track between Westham, Va., and Strathmore. The new installation will be controlled from a 5-foot addition to the existing style C control machine at Richmond,

Va., division headquarters. In addition to code and carrier equipment, the order includes styles R-2 signals, M-23A dual-control electric switch machines, SL-21 electric switch locks, relays, rectifiers, switch circuit controllers and housings. Field installation will be done by railroad forces.

The **Delaware, Lackawanna & Western** has ordered from the Union Switch & Signal Division of Westinghouse Air Brake Company material to replace semaphore signals with color-light signals on 35.5 miles of double track between Dalton, Pa., and Halstead. In addition to style R-2 signals, the order includes relays, rectifiers and transformers. Field installation will be handled by railroad forces.

The Electro-Motive Division of General Motors Corporation has placed an order with the Union Switch & Signal Division of Westinghouse Air Brake Company for 24 sets of 4-indication cab signal and 3-speed speed control apparatus to be installed on diesel-electric locomotives being built for the **Pennsylvania.**

MISCELLANEOUS

The **Orinoco Mining Company** has ordered from the Industrial Brownhoist Corporation one 250-ton diesel wrecking crane for use in Venezuela. (*Railway Age*, January 28, page 56.)

CAR SERVICE

Revised I.C.C. Service Order No. 874, which prescribes heavy-loading requirements for shipments of grain, grain products and by-products, has been modified by Amendment No. 2, which set back the expiration date from March 15 until September 15.

FINANCIAL

Chicago & Eastern Illinois.—*Stock Dividend Proposed.*—The board of directors has asked the C.&E.I. management to submit to Class A stockholders of record April 8 a proposal that the $2 dividend arrearage then remaining be cleared by payment in common stock, on the basis of the closing market value of the stock on the day the dividend is declared. The stock payment, if accepted, would discharge the dividend accrual arising out of 1951 earnings. The proposal will be considered at a special stockholders meeting on May 9. Payment of quarterly dividends to holders of Class A stock is reported under Dividends Declared.

Gulf, Mobile & Ohio.—*Trackage Rights into Birmingham, Ala.*—Division 4 of the I.C.C., with Commissioner Mitchell dissenting, has approved this road's plan for changing its present route into Birmingham. The G.M. & O. will abandon operation under trackage rights over approximately 172 miles of Illinois Central and Southern trackage, between Ruslor (Corinth), Miss., and Birmingham. It will also discontinue use of Southern facilities at Birmingham. Substituting for this route, the G.M. & O. will operate over a 55-mile segment of the Louisville & Nashville between Tuscaloosa, Ala., and Birmingham, and will use L. & N. terminal facilities at the latter city.

Commissioners Mahaffie and Rogers, other members of Division 4, think this change will enable the G.M. & O. to increase the efficiency and economy of its Birmingham operations. They found "substantial improvements" will result in handling of traffic, and that, on the whole, "the benefit to the applicant and the public from the proposal will outweigh any injury which may be inflicted thereby on the protesting railroads." They noted the reduction in G.M. & O. operation under trackage rights, from 172 miles to 55 miles.

Commissioner Mitchell, in dissenting with the majority view, said no evidence in the record of the case justified the conclusion that the G.M. & O. should have trackage rights over the L. & N. in lieu of its present arrangement. He said the transaction amounts to promoting the interests of one carrier at the expense of others. And he added that the G.M. & O. proposal amounts to repudiation of existing contracts and should be denied. He agreed with the majority in finding that the G.M. & O. must continue to pay rent under its contract with the I.C., even though it no longer uses the I.C. trackage. The majority held that the I.C.C. has no power to reform contracts or to relieve carriers of their financial obligations under such contracts.

The I.C., the Southern, the Alabama Great Southern and the New Orleans Northeastern joined in opposing the G.M. & O. proposal, while the L. & N. supported the plan. The G.M. & O. argued that the new arrangement would aid it in many ways, and would "add materially" to its operating income. Among other things, the agreement with the L. & N. provides for operation of through freight trains only, but does permit interchange with the Birmingham Southern at Maury, Ala., a point near Birmingham. In approving use of the 55 miles of L. & N. line by the G.M. & O., Division 4 found that fixed rental payments to the L. & N. should not exceed $100,000 a year. The roads had proposed $125,000.

Reading.—*Merger of Subsidiary.*—The I. C. C. has approved this road's plan to absorb the Little Schuylkill Navigation, Railroad & Coal Co., a wholly owned subsidiary. The Little Schuylkill rail line extends from a point near Tamanend, Pa., to Port Clinton, approximately 30.7 miles (*Railway Age*, February 11, page 80).

New Securities

Application has been filed with the I.C.C. by:

CHICAGO & NORTH WESTERN.—To assume liability for $6,825,000 of equipment trust certificates, to finance in part 57 diesel-electric locomotive units costing an estimated $8,549,604, as follows:

	Description and Builder	Estimated Unit Cost
1	2,250-hp. passenger locomotive, "A" unit (Electro-Motive Division, General Motors Corporation)	$244,035
28	1,500-hp. road-switchers (Electro-Motive)	154,282
6	1,500-hp. road-switchers (Electro-Motive)	159,293
10	1,500-hp. road-switchers (Electro-Motive)	154,129
1	1,500-hp. road-switcher (Electro-Motive)	169,084
1	1,600-hp. road-switcher (Baldwin-Lima-Hamilton Corporation)	184,163
5	1,200-hp. switchers (Electro-Motive)	113,062
4	1,200-hp. switchers (B.-L.-H.)	111,669
1	800-hp. switcher (Electro-Motive)	92,248

The certificates, to be dated May 1, would mature in 15 annual installments of $455,000 each, beginning May 1, 1953. They would be sold by competitive bids, with the interest rate to be set by such bids.

ERIE.—To assume liability for $1,800,000 of equipment trust certificates, to finance in part 18 diesel-electric locomotives costing an estimated $2,265,000, as follows:

	Description and Builder	Estimated Unit Cost
8	1,600-hp. road-switchers (American Locomotive-General Electric Companies)	$155,000
10	1,200-hp. switchers (Baldwin-Lima-Hamilton)	102,500

The certificates, to be dated April 15, would mature in 20 semiannual installments of $90,000 each, beginning October 15, 1952. They would be sold by competitive bidding, with the interest rate to be set by such bids.

PITTSBURGH & LAKE ERIE.—To assume liability for $2,460,000 of equipment trust certificates, to finance in part 24 diesel-electric locomotive units costing an estimated $3,350,000. The equipment is as follows:

	Description and Builder	Estimated Unit Cost
2	2,250-hp. road passenger locomotives, "A" units (American Locomotive-General Electric Companies)	$228,000
12	1,500-hp. road-switchers (Electro-Motive Division, General Motors Corporation)	155,000
10	1,200-hp. switchers (Electro-Motive)	103,400

The certificates, to be dated April 15, would mature in 15 annual installments of $164,000 each, beginning April 15, 1953. They would be sold by competitive bids, with the interest rate to be set by such bids.

Division 4 of the I.C.C. has **authorized:**

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC.—To assume liability for $2,400,000 of series PP equipment trust certificates to finance in part 22 new diesel-electric locomotives costing an estimated $3,225,969 (*Railway Age*, February 18, page 57). Division 4 approved sale of the certificates for 99.009 with interest at 2⅞ per cent—the bid of Halsey, Stuart & Co. and two associates—which will make the average annual cost of the proceeds approximately 3.03 per cent. The certificates, dated March 1, will mature in 30 semiannual installments of $80,000 each, beginning September 1, 1952. They were reoffered to the public at prices yielding from 2 to 3.075 per cent, according to maturity.

DULUTH, MISSABE & IRON RANGE.—To issue an unsecured installment note of $8,000,000 to the United States Steel Corporation, proceeds from which will be used to purchase 1,500 steel ore cars costing an estimated $10,702,500 (*Railway Age*, February 11, page 80). The note, with interest at 3 per cent, will be payable in 10 semiannual installments of $800,000 each.

SOUTHERN.—To assume liability for $5,850,000 of series SS equipment trust certificates, to finance in part 49 diesel-electric locomotives costing an estimated $7,500,000 (*Railway Age*, February 11, page 80). Division 4's report approved sale of the certificates for 99.498 with interest at 2⅞ per cent—the bid of Halsey, Stuart & Co. and two associates—which will make the average annual cost of the proceeds to the road approximately 2.95 per cent. The certificates, dated March 15, will mature in 30 semiannual installments of $195,000 each, beginning September 15, 1952. They were re-

offered to the public at prices yielding from 2 to 3 per cent, according to maturity.

TENNESSEE CENTRAL.—To issue $634,000 of 4 per cent equipment trust notes to finance in part acquisition of four diesel-electric locomotives costing $634,000 (*Railway Age*, February 18, page 57). The notes will be purchased at par by the Reconstruction Finance Corporation, and will mature in 30 semiannual installments of $22,000 each, beginning August 1, 1952. In addition to the four locomotives, the T.C. plans to acquire 200 coal cars and construct a 5.5-mile spur track, all to serve a new steam plant being constructed at Kingston, Tenn., by the Tennessee Valley Authority.

Dividends Declared

BESSEMER & LAKE ERIE.—$1.50 preferred, semiannual, 75c, payable April 1 to holders of record March 15.

CHICAGO & EASTERN ILLINOIS.—50c, quarterly, payable April 16, July 16, October 16 and December 16 to holders of Class "A" stock of record April 1, July 1, October 1 and December 1.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC.—$1, payable April 25 to holders of record March 31.

KALAMAZOO, ALLEGAN & GRAND RAPIDS.—$2.95, semiannual, payable April 1 to holders of record March 15.

MAHONING COAL.—$10, payable April 1 to holders of record March 24.

MAINE CENTRAL.—6% prior preferred, $1.50, quarterly, payable April 1 to holders of record March 24.

NORWICH & WORCESTER.—8% preferred, $2, quarterly, payable April 1 to holders of record March 15.

PENNSYLVANIA.—50c, payable April 21 to holders of record March 24.

PROVIDENCE & WORCESTER.—$2.50, quarterly, payable April 1 to holders of record March 17.

ST. LOUIS SOUTHWESTERN. — $5, payable March 28 to holders of record March 24.

SPOKANE INTERNATIONAL. — $4, payable April 1 to holders of record March 20.

TEXAS & PACIFIC.—common, $1.25, quarterly; 5% non-cumulative preferred, $1.25 quarterly, both payable March 31 to holders of record March 25.

Security Price Averages

	Mar. 18	Prev. Week	Last Year
Average price of 20 representative railway stocks	58.85	58.39	55.45
Average price of 20 representative railway bonds	93.31	92.27	97.70

RAILWAY OFFICERS

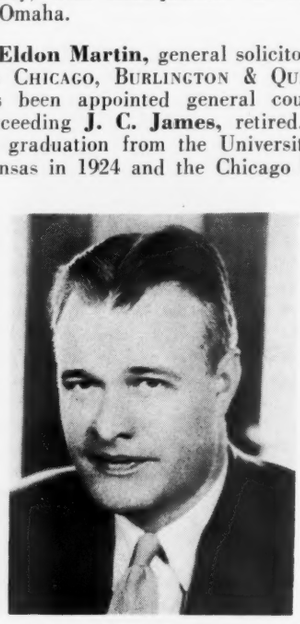
FINANCIAL, LEGAL & ACCOUNTING

Thorold S. Curtis, cashier of the BOSTON & MAINE, has been elected assistant treasurer.

I. A. Littlefield, assistant treasurer of the Eastern departments of the RAILWAY EXPRESS AGENCY, has been appointed assistant treasurer of the company at New York. **H. J. Kuhns** will succeed Mr. Littlefield.

John L. Rice, attorney, Western district, of the CHICAGO, BURLINGTON & QUINCY, and general attorney of the subsidiary COLORADO & SOUTHERN at Denver, has been appointed general solicitor of both lines at Chicago. **John C. Street,** assistant general attorney for the C.&S. and assistant district attorney for the Burlington, succeeds Mr. Rice at Denver, and **Willard L. Peck,** attorney at Chicago, succeeds Mr. Street, also at Denver. **Richard T. Cubbage,** assistant to general counsel, has been appointed corporation counsel of the Burlington and subsidiary lines at Chicago. **C. W. Krohl,** assistant general solicitor, has been promoted to general attorney at Chicago. **J. W. Weingarten,** attorney, Central district, has been appointed general attorney, with headquarters as before at Omaha.

Eldon Martin, general solicitor for the CHICAGO, BURLINGTON & QUINCY, has been appointed general counsel, succeeding **J. C. James,** retired. After graduation from the University of Kansas in 1924 and the Chicago Kent



Eldon Martin

College of Law in 1929, Mr. Martin joined the Burlington in the law department at Chicago. He was named assistant general attorney in 1931, general attorney in 1938, and general solicitor in 1940.

Harold A. Michael, assistant tax commissioner of the WESTERN PACIFIC at San Francisco, has been appointed tax commissioner, succeeding **Harry Sutherland,** retired. Mr. Michael started his railroad work with the Southern Pacific, where he did general valuation work from 1925 to 1936. At that time, he accepted a position in the valuation division of the state Board of Equalization. On January 1, 1951, he joined the W.P. as assistant tax commissioner.

OPERATING

W. E. Dillard, general superintendent of the CENTRAL OF GEORGIA, has been designated by the road's executive committee to carry on duties heretofore performed by the late **R. R. Cummins,** who was vice-president and general manager, and such other duties as are prescribed by the president. Mr. Dillard's headquarters will be at Savannah, Ga.

W. J. Rupert, assistant superintendent of the CANADIAN NATIONAL at London, Ont., has been appointed superintendent of the St. Thomas division at St. Thomas, Ont., succeeding **A. R. Wilson,** who has been transferred to the Belleville division at Belleville, Ont., to replace **J. R. Carr,** deceased. **A. L. Enborg,** superintendent of the Toronto terminals, has been appointed acting superintendent of the Stratford division at Stratford, Ont., during the absence, due to serious illness, of **E. L. Welte.**

Robert A. Walker, assistant superintendent of the Georgia division of the SEABOARD AIR LINE at Atlanta, has been named general superintendent of the MACON, DUBLIN & SAVANNAH at Macon. **T. C. Johnson,** assistant superintendent of the Carolina division of the S.A.L. at Savannah, Ga., succeeds Mr. Walker at Atlanta. **J. T. Mitchell,** assistant superintendent of the South Florida division at Tampa, Fla., has been transferred to Savannah, to succeed Mr. Johnson. **C. H. Crumpler,** system trainmaster at Jacksonville, Fla., has been appointed assistant superintendent of the North Florida division at Wildwood, succeeding **J. E. Crosby,** who replaces Mr. Mitchell at Tampa.

T. J. Anderson, superintendent of the Missouri division of the ATCHISON, TOPEKA & SANTA FE, at Marceline, Mo., has been transferred to the Plains division at Amarillo, Tex., to succeed **F. N. Stuppi,** transferred. **John S. Reed,** trainmaster at Pueblo, Colo., succeeds Mr. Anderson. **C. T. Herzog** has been appointed to succeed Mr. Reed at Pueblo.

Walter Wicker has been appointed superintendent of the Houston (Tex.) terminal of the MISSOURI PACIFIC, succeeding **A. L. Adams,** transferred. **L. M. Elledge,** trainmaster at San Antonio, Tex., has been appointed assistant superintendent of the Joplin and White River divisions at Nevada, Mo., succeeding Mr. Wicker.

E. L. Crimmen, general superintendent of the MINNEAPOLIS & ST. LOUIS, has been appointed assistant general manager at Minneapolis. **F. B. Clark,** assistant general superintendent, succeeds Mr. Crimmen.

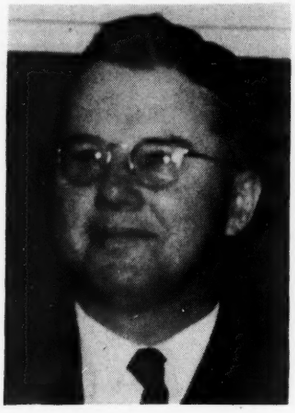
Four appointments to newly created positions in its freight protection, merchandise and station service department have been announced by the SOUTHERN PACIFIC. **Howard R. Williams** has been named assistant manager, at Los Angeles. **E. W. Powers,** assistant manager freight protection service, has been appointed superintendent of freight claims prevention at San Francisco. **Thomas A. Fante** has been named supervisor of freight protection, merchandise and station service, also at San Francisco, while **G. J. Foxhoven** has been named assistant supervisor of the same service.

M. A. Roach, assistant superintendent for the CANADIAN PACIFIC at Minnedosa, Man., has been transferred to Souris, Man., succeeding **B. O. Fryer,** retired. **A. F. Fryers,** assistant superintendent at Brandon, Man., succeeds Mr. Roach. **J. A. Tolley,**

yardmaster at Kenora, Ont., has been appointed assistant superintendent at Brandon.

W. G. Dorwart, superintendent of the Conemaugh division of the PENNSYLVANIA, has been transferred to the Eastern division, with headquarters as before at Pittsburgh, succeeding **H. D. Kruggel,** who has been transferred to the Philadelphia Terminal division. **W. G. Pfohl,** superintendent of freight transportation of the Eastern region at Philadelphia, succeeds Mr. Dorwart on the Conemaugh division. **R. D. Spore,** freight trainmaster of the Middle division at Altoona, Pa., has been promoted to assistant superintendent of the Eastern division at Toledo, Ohio, succeeding **K. J. Silvey,** who succeeds Mr. Pfohl as superintendent of freight transportation of the Eastern region.

Charles E. McDonald has been appointed general manager of the CENTRAL CALIFORNIA TRACTION at Stockton, Cal., succeeding the late **W. L. White.** Mr. McDonald has been assistant superintendent of the Western division of the Western Pacific at Sacramento since 1942. He began his rail-



Charles E. McDonald

road career as a chainman for the W.P. in 1919 and in 1921 became a stenographer at Elko, Nev. He was named secretary to the superintendent at Sacramento, Cal., in 1922, subsequently becoming division claim adjuster, chief clerk, assistant to general manager, trainmaster and assistant superintendent.

Harold H. Wills, supervisor of claim prevention for the MISSOURI PACIFIC, has been named assistant superintendent of stations and claim prevention.

Harold J. Mulford, acting superintendent of the SACRAMENTO NORTHERN, at Sacramento, Cal., has been appointed superintendent. Mr. Mulford entered service with the electric line in 1925 as a clerk in the accounting department. In 1928 he transferred to the operating department and served as chief clerk, assistant to superintendent

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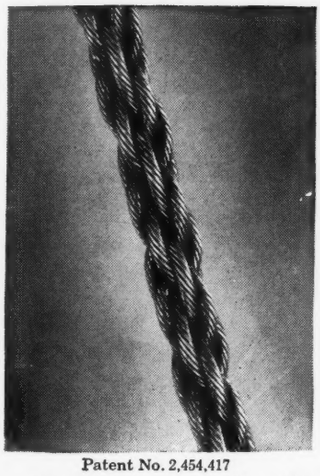

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of transportation, assistant trainmaster, and trainmaster prior to his appointment as acting superintendent.

TRAFFIC

William F. Nash, general agent, freight department, of the UNION PACIFIC at Los Angeles, has been appointed assistant traffic manager at the same point, succeeding the late **G. F. Allen. Frederick L. Morgan,** general agent, freight department, Salt Lake City, has been transferred to Los Angeles, to succeed Mr. Nash. **Robert F. Pettigrew,** chief clerk in the traffic department at Chicago, succeeds Mr. Morgan at Salt Lake City.

E. C. Champ, general freight agent of the CANADIAN NATIONAL at Toronto, has been appointed traffic manager of the Atlantic region at Moncton, N. B., succeeding **C. L. McCoy,** who has been named traffic manager, rates, tariffs and divisions, at Montreal. **E. R. Dalrymple,** division freight agent at Montreal, has been named general freight agent at Toronto, succeeeding Mr. Champ. Born at Branchton, Ont., Mr. Champ began his railway service in 1910 as clerk to the district freight agent there and subsequently served as chief clerk at Hamilton, Ont., district freight agent at Montreal, division freight agent and district passenger agent at North Bay, Ont., and division

E. C. Champ

freight agent at Ottawa and Hamilton. Mr. Champ became general freight agent at Toronto in 1950.

Mr. Dalrymple was born at Montreal and entered railway service in 1920 after obtaining a B.Sc. degree at McGill University. He became tariff representative of the C.N. in 1924 and 10 years later was appointed traveling freight agent at Hamilton. In 1940 he became district freight agent at London, Ont., transferring to Hamilton five years later. Mr. Dalrymple was appointed division freight agent at Ottawa in 1946 and transferred to Montreal three years later.

Calnon P. Fenton has been appointed general agent of the AKRON, CANTON & YOUNGSTOWN at Portland, Ore.

Leland F. Wall, city agent of the CHICAGO & NORTH WESTERN at Milwaukee, has been appointed general agent at Rochester, Minn.

H. H. Riddle has been appointed district freight agent for the KANSAS CITY SOUTHERN at Houston, Tex.

Stephen I. Thompson, general coal freight agent of the BALTIMORE & OHIO, has been appointed assistant to coal traffic manager, with headquarters as before at Baltimore, succeeding **Frank M. Jordan,** who recently retired. **George P. Sauerwein,** coal freight agent at Baltimore, succeeds Mr. Thompson as general coal freight agent there. **Francis M. Keane,** coal freight agent, has been promoted to general coal freight agent, with headquarters as before at Pittsburgh. **Robert L. Hennessy,** traveling coal representative, has been promoted to coal freight agent, with headquarters as before at Uniontown, Pa. At Fairmont, W. Va., **Harry S. Fischer,** coal freight traffic representative, has been advanced to coal freight agent.

O. H. Griffin, whose appointment as general freight and passenger agent of the MISSOURI-KANSAS-TEXAS was announced by *Railway Age* on March 3, page 86, has spent his entire career with that road, starting in 1919 as a file clerk in the general freight office. He held several clerical positions before being appointed chief clerk to assistant general freight agent, and later city freight agent at Dallas, Tex. He subsequently was appointed traveling freight agent, general traveling freight agent, general cotton agent, district perishable freight agent and general agent, before being furloughed for military service during World War II. Upon returning to the railroad, he became division freight agent and then assistant general freight and passenger agent, before receiving his recent appointment.

W. H. McLaughlin has been appointed district freight agent of the KANSAS CITY SOUTHERN at New York. **R. M. Lincoln** has been appointed general agent at New York.

H. H. Coleman, freight traffic manager of the DETROIT, TOLEDO & IRONTON, has been appointed traffic manager. **W. E. Lillis,** general freight agent and freight claim agent for the OHIO & MORENCI, has been appointed general freight agent for the D.T.&I. Both men are headquartered at Dearborn, Mich.

MECHANICAL

J. D. Killian, master mechanic, Oregon division, of the UNION PACIFIC, has been appointed mechanical superintendent for steam power at Omaha. Mr. Killian joined the U.P. in 1915 as machinist helper at Rawlins, Wyo. He has served at posts in Nebraska, Colorado, Idaho and California, rising through several supervisory positions in the mechanical department. He was appointed master mechanic in 1949.

ENGINEERING AND SIGNALING

J. H. Sawyer, Jr., has been appointed assistant chief engineer of the CHICAGO GREAT WESTERN. A graduate of North Carolina State College and Massachusetts Institute of Technology,

J. H. Sawyer, Jr.

he began his railroad career in the bridge department of the Southern in 1946. He was appointed bridge engineer for the C.G.W. in 1950, holding that position until his recent appointment.

J. B. Gregory, senior assistant division engineer of the SEABOARD AIR LINE, has been appointed division engineer, with headquarters as before at Raleigh, N. C., succeeding **Vance Sykes,** who retired on February 29 after almost 43 years of service.

A. L. McHenry has been appointed division engineer of the NORTHWESTERN PACIFIC at San Rafael, Cal., succeeding **J. F. Lockhart,** assigned to other duties.

J. D. Anderson has been appointed special engineer in the maintenance of way department of the CANADIAN PACIFIC at Winnipeg. He has been in the chief engineer's office at Montreal for the past year.

OBITUARY

Ira E. Manion, general manager, Lines West, GREAT NORTHERN, died on February 15 in Seattle, Wash., after nearly 40 years service with that railroad.

Frank L. Dunn, former fuel traffic agent of the NEW YORK, NEW HAVEN & HARTFORD, died recently at

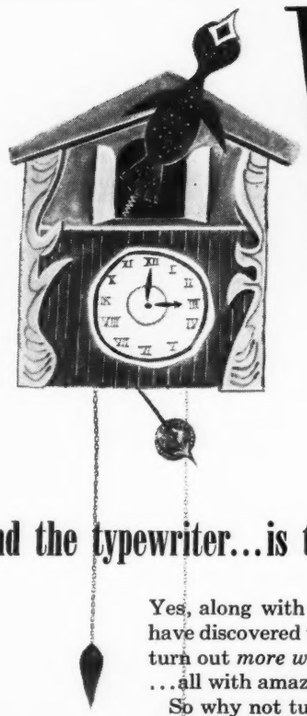
his home in South Weymouth, Mass., after a long illness.

Theodore E. Smith, general passenger agent of the PITTSBURGH & LAKE ERIE, whose death was reported in *Railway Age* March 17, was born at McKeesport, Pa., 52 years ago. Mr. Smith began work for the P. & L.E. as a clerk in the passenger traffic department. After a series of promotions, he became district passenger agent at Pittsburgh in 1945 and the following year was named division passenger agent of the parent New York Central at Syracuse, N. Y. Mr. Smith was appointed general passenger agent of the P. & L. E. at Pittsburgh in December 1950.

As reported in *Railway Age* March 10, **Robert Rankin Cummins,** vice-president and general manager of the CENTRAL OF GEORGIA at Savannah, Ga., died on February 26. Mr. Cummins was born on September 30, 1884, at Marion, Ala., and was graduated from the University of Alabama in 1907. Following short service with the Seaboard Air Line and the Georgia & Florida, he joined the C. of G. in August 1909 as draftsman. Subsequently he served as instrumentman, assistant engineer, pilot engineer of government valuation surveys, supervisor of bridges and buildings on the Southwestern and Columbus divisions, assistant trainmaster of the Columbus division, and road-

Robert Rankin Cummins

master of the Macon division. In 1918 he was commissioned first lieutenant in the Army Engineer Corps and served in France during World War I. Returning from war service, he was reassigned to the Columbus division as assistant trainmaster, later becoming roadmaster of the Southwestern and Columbus divisions, superintendent of the Savannah division, and superintendent of maintenance of way. From 1933 to 1936 Mr. Cummins was acting general manager and chief engineer and in the latter year he was appointed assistant general manager. He became general manager in 1938 and vice-president and general manager in April 1942.



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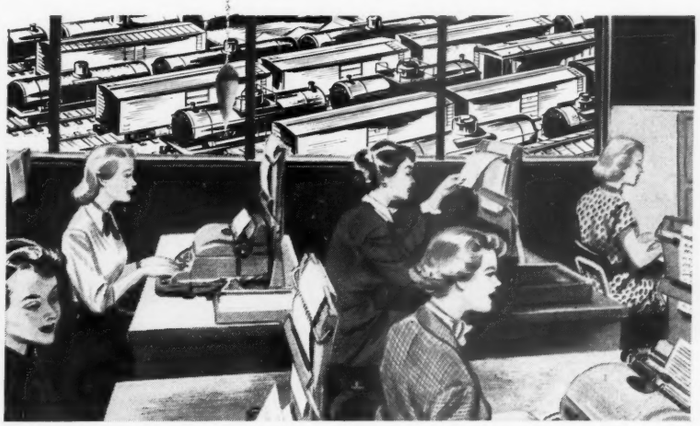

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"Congressionals" and "Senator"—Correction

The table of weights of the new cars for the Pennsylvania's "Congressionals" and "Senator," as given on page 89 of the March 17 issue, should be corrected as shown below. Weights in the earlier table were estimated center-plate reactions.

Total Weights (Lb. Ready to Run) of New Cars for the Pennsylvania

Dining-room car	124,200
Dining car	145,000
Coffee-shop car	143,000
Kitchen-bar-lounge car	149,000
All-drawing-room parlor car	129,800
Observation-parlor car with telephone room	127,400
Observation-parlor car	126,200
Parlor car	122,500
Coach	125,200

Freight Car Loadings

Loadings of revenue freight in the week ended March 15 totaled 708,826 cars, the Association of American Railroads announced on March 20. This was a decrease of 5,421 cars, or 0.8 per cent, compared with the previous week; a decrease of 36,302 cars, or 4.9 per cent, compared with the corresponding week last year; and a decrease of 16,708 cars, or 2.3 per cent, compared with the equivalent 1950 week.

Loadings of revenue freight for the week ended March 8 totaled 714,247 cars; the summary for that week, compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, March 8

District	1952	1951	1950
Eastern	130,702	138,462	130,834
Allegheny	146,800	161,756	145,838
Pocahontas	56,648	59,858	65,383
Southern	128,227	132,533	128,702
Northwestern	77,245	77,084	69,424
Central Western	114,431	117,447	108,774
Southwestern	60,194	62,382	59,001
Total Western Districts	251,870	256,913	237,199
Total All Roads	714,247	749,522	707,911
Commodities:			
Grain and grain products	46,597	50,722	39,910
Livestock	7,613	7,205	7,295
Coal	137,509	133,441	191,978
Coke	15,753	16,462	9,270
Forest products	43,437	43,479	36,740
Ore	21,183	20,074	9,127
Merchandise l.c.l.	74,204	86,549	84,282
Miscellaneous	367,951	391,590	329,309
March 8	714,247	749,522	707,911
March 1	755,624	785,861	574,449
February 23	683,368	734,845	546,707
February 16	737,609	740,557	560,068
February 9	733,724	573,209	568,816
Cumulative total, 10 weeks	7,183,897	7,244,517	5,960,808

In Canada.—Car loadings for the seven-day period ended March 7 totaled 76,255 cars, compared with 90,376* cars for the previous eight-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
March 7, 1952	76,255	37,322
Cumulative Totals		
March 7, 1952	724,821	352,225

*Revised

Locomotives Installed

Class I railroads in the first two months of 1952 installed in service 487 new locomotives of which all were diesel-electrics with the exception of two steam and one electric, according to the Association of American Railroads. Of the total number put in service, 261 were installed in January and 226 in February. Class I roads put in service 408 new locomotives in the first two months of 1951, all being diesel-electrics except for one steam.

New locomotives on order on March 1, totaled 1,590. Seventeen of these are steam, and the remaining 1,573 are diesel. Class I roads had 1,652 new locomotives on order on March 1, 1951, which included 1,627 diesels, 21 steam and 4 electric.

Ireland Appointed Acting Defense Air Transport Chief

Ray W. Ireland has been appointed acting administrator of the Defense Air Transportation Administration, which is a unit of the Department of Commerce.

He succeeds Paul Butler, who has been D.A.T.A. administrator since November. Mr. Butler is returning to Butler Company and Butler Aviation, of Chicago, of which he is president. Mr. Ireland is being "loaned" to the Department of Commerce by United Air Lines, of which he is vice-president.

G.N., G.A.T.X. Receive F.R.P. Awards

The Great Northern has received the annual award of the Federation for Railway Progress for "outstanding achievement in progressive passenger service," and the General American Transportation Corporation has been honored by the F. R. P. as "the railroad car builder contributing most to the progress of the railroad industry during the past five years."

Both awards were made at the federation's fifth anniversary dinner in New York on March 20, by Walter J. Tuohy, president of the Chesapeake & Ohio and a member of the federation's executive council.

The G.N. award was for that railroad's achievement in accomplishing "practically a complete modernization" of its main passenger service, and for lowering fares "to a level competitive with buses" in the Portland-Seattle-Vancouver area.

The special award to General American was made, the F.R.P. said, because it has "long felt that some special recognition should be given to the railroad supply industry for the valuable contribution they have made to the wellbeing of the railroads." General American was selected "because of its sponsorship of more efficient rail equipment, particularly the General American-Evans Damage Free car."

Other F.R.P. awards were reported in *Railway Age* March 3, page 13.

CAR SURPLUSES, SHORTAGES

Average daily freight car surpluses and shortages for the week ended March 15 were announced by the Association of American Railroads on March 20 as follows:

	Surplus	Shortage
Plain Box	1,868	877
Auto Box	299	0
Total Box	2,167	877
Gondola	164	665
Hopper	775	248
Covered Hopper	277	7
Stock	2,563	0
Flat	94	587
Refrigerator	1,813	161
Other	225	31
Total	8,078	2,576

N. of M. to Use Swiss Cars In Mexico-Laredo Runs

By the end of this year, the National of Mexico will have invested in modernization and improvement of the country's railroad system the whole of the $75-million credit granted by the Export-Import Bank of Washington, D. C. (*Railway Age*, August 20, 1951, page 38, and December 17, page 66), according to a recent statement by Manuel R. Palacios, managing director of the N. of M.

In summarizing plans for the current year, Mr. Palacios revealed that the National has ordered 21 passenger-train cars from the Schindler Wagon A. G., of Switzerland, at a cost of approximately $3 million; 54 from France at a cost of nearly $3.5 million; and 34 from the United States (reportedly from the Pullman-Standard Car Manufacturing Company), at a cost of some $3.3 million, to be paid for from credits advanced by the Nacional Financiera, government credit agency.

The equipment ordered from Switzerland includes six baggage cars, three dining cars, three observation cars, and nine sleeping cars, three being deluxe bedroom cars, with each room having its own shower, lavatory facilities, and upper and lower berths. The dining cars

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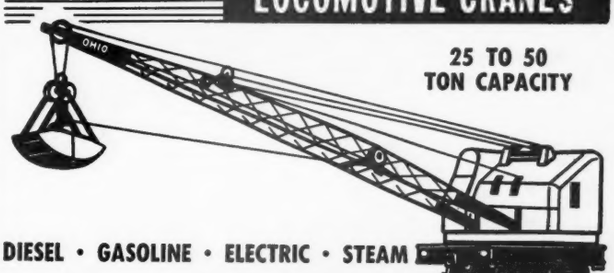

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will include bars, and the observation cars will have radio-telephone equipment. All the cars, it is reported, are of aluminum, with a maximum weight of 45 tons each. They will, it is said, be somewhat wider, but lower, than present standard cars which, it is believed, will make them particularly adaptable to safe operation at high speeds on routes with substantial amounts of curvature.

They are apparently intended for use in a new train between Mexico City and San Antonio, Tex., with running time between Mexico City and Laredo, a little over 800 miles, tentatively set at 16½ hours — an average overall speed of approximately 50 m.p.h. Mr. Palacios, in his statement, specifically denied newspaper reports that the Swiss cars would supplant the present "Aguila Azteca" trains now operated on a schedule of approximately 24 hours, between Mexico City and Laredo in connection with the "Texas Eagles" of the Missouri Pacific. It will, he added, be "at least the middle of this year" before the new service will be inaugurated.

Nacional Financiera is also reported to have allowed the national railways a credit of $8,100,000 for construction of a freight-car manufacturing and repair shop, capable of producing from 1,000 to 1,200 new cars a year. This, it is said, would make Mexican railroads independent of foreign sources of freight-car supply, and also eliminate any need to rent cars from the United States. The new shop will probably be located in northern Mexico, possibly at Monterrey (*Railway Age*, September 17, 1951, page 102).

C. N. Announces New Pension Plan

A new pension plan for the Canadian National has been announced by Donald Gordon, chairman and president.

It will take effect from last January 1, and consists of two parts, the first continuing the existing plan, liberalized to make better provision for present and future employees who may become disabled and also for early retirement, and the second designed for employees who are willing to commit themselves to compulsory contributions in return for a higher pension.

The first part provides a basic or service pension at company expense and a supplementary pension based on joint contributions.

Those who choose to follow part two of the plan must contribute 5 per cent of their compensation from January 1, 1935, or from the date on which they entered service to the date of retirement. On reaching age 65 they will receive a pension based on their average compensation in the last five or 10 years of service, whichever is more favorable to the employee

Employees may choose either part of the plan, but their decision will be irrevocable.